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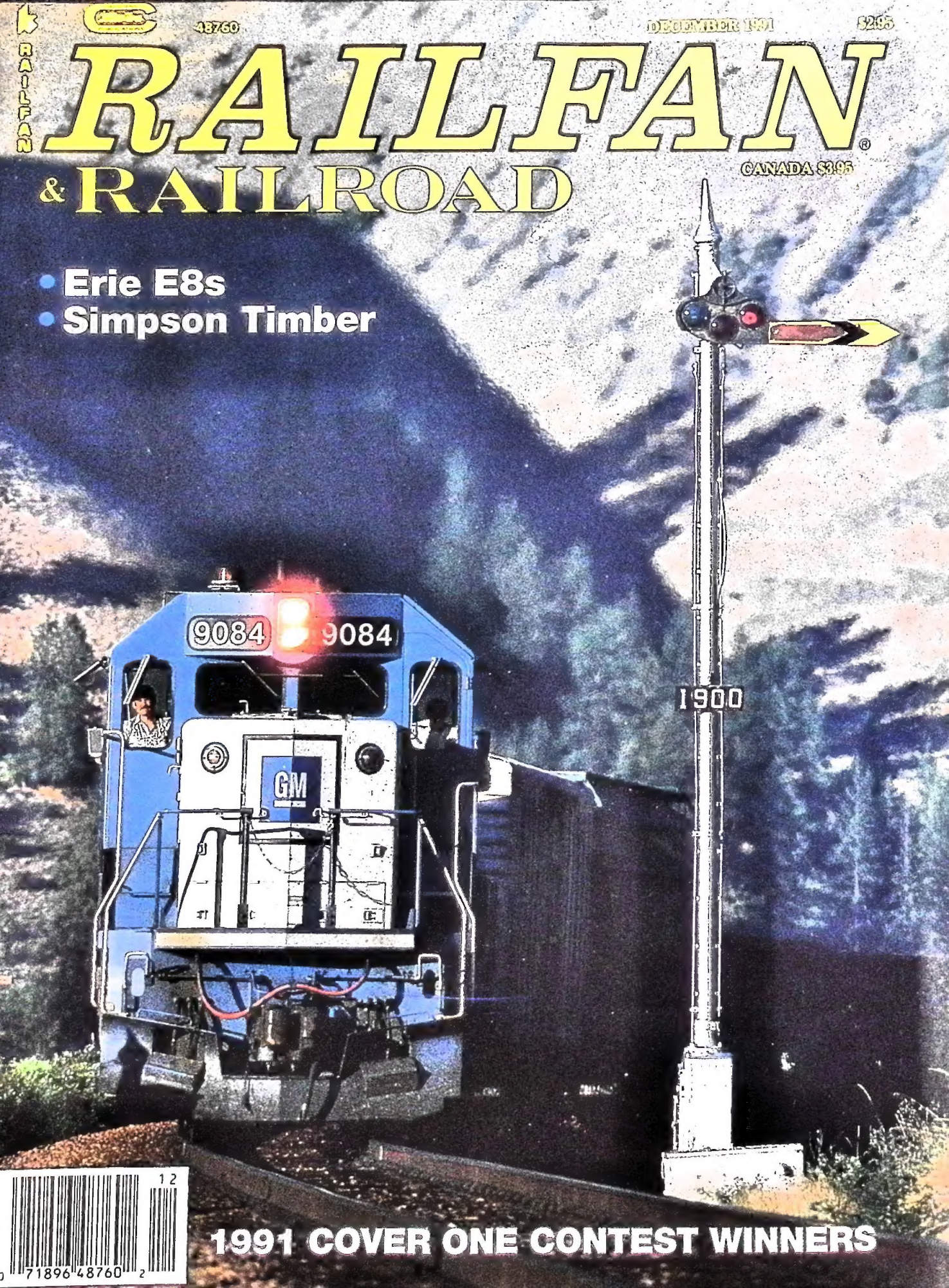

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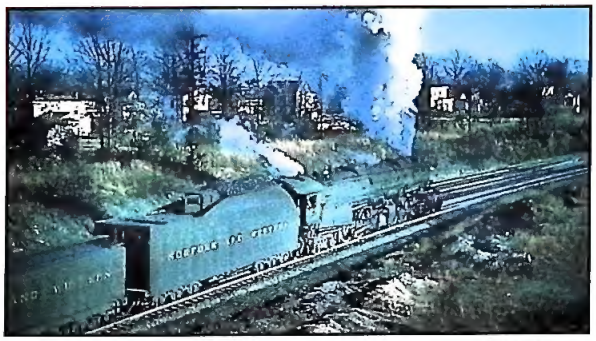

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Opens with brief scenes of B&O M-1 Mallets and the C&O 2-6-6-6s taken from our tape: "Baltimore & Ohio Steam." Closes with Archie Julian's "Battle For The Blue Ridge" - a mixture of Norfolk & Western branch line Pacifics, class A and Y articulateds, plenty of streamlined, J Class Northerns on the Powhatan Arrow and the Pocahontas and, even, the experimental coal turbine "Jawn Henry." The latter from our 1218 tape "The Big A". Mixed color and Black & White. A definitive study of the monsters that ruled the rails in Eastern America for the better part of a generation. Only Sunday River has it. 38 mins.

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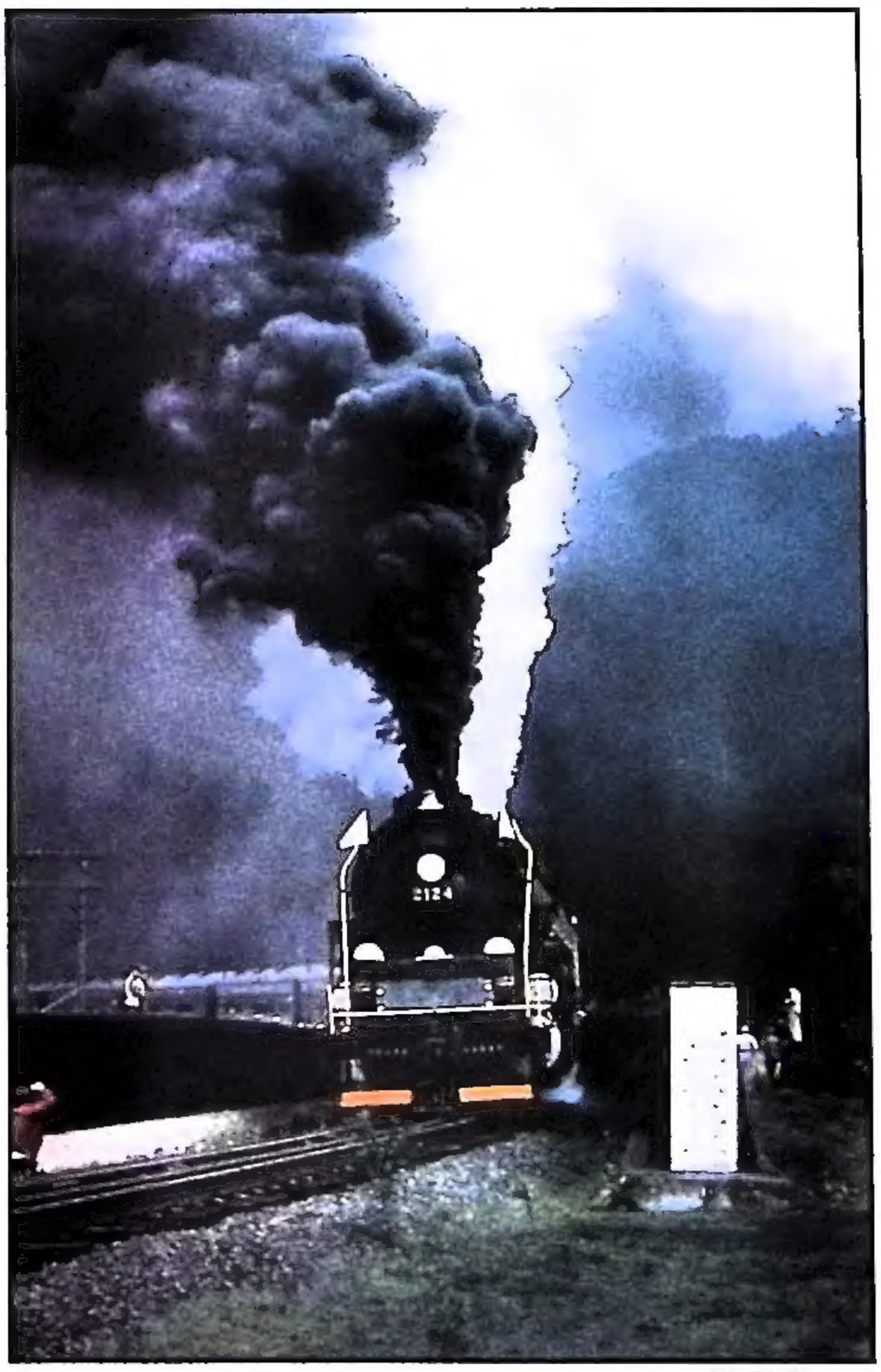

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The Complete 2101

One real rip snorter of a steam railroad film. Sunday River cameras are staring down the stack from helicopters and pacing a scant 5 feet from the drivers as an inky column of smoke skyrockets hundreds of feet in the air. This is 2101's finale as, wearing Chessie colors, she attacks each of the two steepest mainline grades in Eastern North America: Sand Patch and the 17 miles to Terra Alta with 19 heavyweight cars and no helpers whatever. Find the equal of this in any tape anywhere and we'll gladly refund your money.

And this is only a part of a story that starts with 2101 dragged from a Baltimore scrap yard and three months later Queen of the American Freedom Train. Pacing in the deep snows of northern New England; in the cab and on the ground winding across the New Haven's "back door" route thru the Taconic Range.

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KODACHROME: GARY PANCAVAGE

RP39-2C V05 looks slick in its flashy paint (**left**) at M-K's plant in Mountain Top, Pa., in September 1991. It's among ten CSX GP40s being rebuilt with HEP generators for the Virginia Railway Express, a new Washington, D.C., commuter agency providing service to northern Virginia. See page 56.

Railnews

GRAND CANYON RAILWAY GP7 2072 has been sold to Southwestern Railway. It was in AT&SF zebra stripe paint at Williams, Ariz., (**below**) with GP7 2134 on August 30. See page 56.

KODACHROME: MIKE LUCZKIEWICZ

KODACHROME: RANDY KELLER

MAINE COAST RAILROAD is leasing RS11 367 from the Winchester & Western. Built as N&W 367 and sold to Central Vermont as 3609, the unit had just emerged from W&W's Bridgeton, New Jersey, paint shop in Maine Coast colors when it was photographed on August 13. See page 58.

KODACHROME: MARK C. OTTESEN

THE LAST CREW CHANGE at Chillicothe, Ill., for Santa Fe's QNY-LA took place on August 25, 1991. At 8:01 a.m. the next day, all train crews began running through to Fort Madison, Iowa. See page 58.

KODACHROME: ROBERT BAHRS

TROPICANA closed its South Kearny, N.J., orange juice terminal in favor of a new, larger and computerized Bayonne, N.J., facility in the former-PRR Greenville Yard. Conrail local WPSK-97 on August 17, 1991, is about to couple to the reefers and leave South Kearny for the last time. Tropicana trains access the new terminal directly from Conrail's Oak Island Yard via the Upper Bay drawbridge.

KODACHROME: LON COONE

MONTANA RAIL LINK 2200-h.p. "SD19-1" 651 was on Bozeman Pass (**right**) on August 9, 1991. It was rebuilt at MRL's Livingston Rebuild Center from ex-EJ&E SD9 609 with new air filters, improved dynamic brakes and a chopped nose. See page 58.

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From the Publisher's desk: The Catbird Seat

Our old offices in the two-story Dater Building in Ramsey, N.J., alongside the Erie's four-track main line were a great place to watch trains, and depot agent Don Wallworth alerted me to special moves. Alco RS2 and RS3 power handled most of the commuter runs, and the morning westbound *Erie Limited* had head end cars, modernized coaches, a diner and 2700-series Stillwell coaches to Port Jervis. Sometimes a GP7 or a PA would head up a commuter run.

The special moves were fun. In November 1968 a VIP special came through with D&H business car 200, a streamlined DL&W coach, an unidentified business car and an Erie business car. In April 1968, Rock Island GE U28B 240 was on the point of a westbound move with two big EL units, a lone Burlington boxcar and EL bay window caboose 350.

That same month a Penn Central westbound freight was diverted from the West Shore with GP7 5793, RS3s 5232 and 5237 and F7A 1848. Another Penn Central eastbound freight had GE U25B 2528 on the point with Bessemer & Lake Erie EMD F7 728 and a load of piggyback cars. Earlier I'd caught an Erie westbound freight on the West Shore in Teaneck, diverted because of flooding.

Early Erie main line freights were mostly EMD or Alco A-B-B-A lashups, but in later years road switchers were often mixed with cab units. Road switchers handled local freights, but SWs often handled these jobs in later years. I only saw one GE 44-tonner in Ramsey, running light.

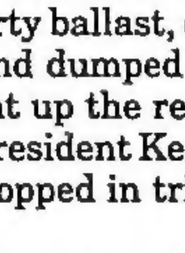
The new EL briefly adopted a rather blah-looking black and gold scheme on some EMD F units and a new batch of Alco Century 424s. Mercifully, this was quickly changed to a variation of the former Lackawanna gray and maroon.

We saw a Sperry rail detector car, but the weirdest was the Speno ballast cleaning train which dug up dirty ballast, cleaned it through a series of Rube Goldberg cars and dumped it back on the track. A Lackawanna caboose brought up the rear. Our saddest day at the Dater Building involved President Kennedy's assassination when all trains on the Erie stopped in tribute to our fallen leader.

There followed a series of High Iron steam fantrips with Nickel Plate 2-8-4 759. The D&H ex-Santa Fe blue & silver PAs Nos. 16 and 18 also came through along with D&H U30C 706.

By May 1971, the EL was running some ex-Santa Fe fluted coaches provided by New Jersey DOT. After our move to new and larger quarters in Newton, the old Dater building suffered a major fire, and our old offices were rebuilt in modern plastic decor. A model of a portion of our old building was offered in an HO plastic kit by AHM.

Today, Conrail and New Jersey Transit serve Ramsey. The four-track main line is now down to two tracks, and push-pull trains using modern Bombardier coaches from NJ Transit and Metro-North provide frequent service.



RAILFAN & RAILROAD

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Cover

The winner of the 1991 Cover One Contest is this dramatically-lighted action shot by Scott Snell of Scotch Plains, New Jersey, who caught this Oakway SD60 passing a semaphore on Montana Rail Link's former-NP main line east of Superioor, Montana, on August 9, 1989. The MRL crew is handling the SD60 on a BN run-through. For the Second Place winner and Runners-Up, see the photo spread in MARKERS on pages 90-91 and meet the two top winners in WE'D LIKE YOU TO MEET.... Kodachrome by Scott Snell.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1991 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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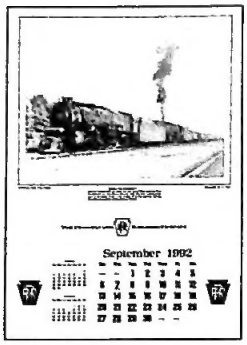
1992 ALL PENNSY CALENDAR



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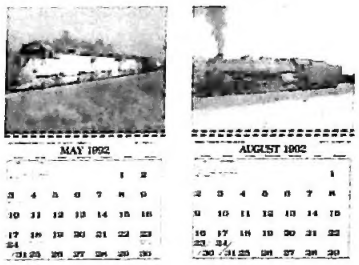

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Fanmail

Kansas Commentary

One significant omission occurred in the process of updating my "Kansas Corridor" piece in the October 1991 issue. At Hanover the road that used to offer access to the cut was taken out during the double track project. Now easy access can be had with a short walk on land that is neither fenced nor posted.

This is important because there is a road into a farmer's field that some might mistake for the former access road. Not only is it a poor way to reach good photo locations, the field is fenced and is used as cropland.

CHARLES W. BOHI
White River Junction, Vt.

Electrifying errors

There appear to be errors related to electrification in the article concerning NYC's West Side Freight Line in the October '91 issue.

There is nothing mentioned about the de-electrification of this line, which took place in 1959. The three photos taken at Morgan Annex on pages 60 and 61 could not have been taken in March 1963, as the third rail was long gone by that time. Likewise, the caption on page 68 stating that an R-2 electric was used at Morgan Annex to gather the mail cars is erroneous since the photo was taken in 1960 (according to the caption).

Another error pertaining to the electrification appears on page 67, where it is stated that the elevated line that opened in 1934 was electrified. The elevated line was not electrified, and was operated with "tri-power" locomotives. The 1950 photo on page 59 which reveals no sign of a third rail bears out that fact.

The article and photos were quite interesting; a little more research would have prevented these errors.

RICHARD E. KAMPA
South San Francisco, Calif.

Hockaday Hudsons

I enjoyed very much the article about firing the Hoosier Hudsons in the July 1991 issue. I was a Purdue University student somewhat earlier than Hal Lewis, having graduated in January 1944.

During the war years I rode Friday afternoon to Indianapolis on the Chicago Division and on to Anderson on the "Bee" line. I can remember many trips when Jim Alley was the engineer and I timed him at 36 seconds to the mile from back in the train. Some of those Hudsons sure could run if you let them. Jim often made the northbound trip from Indianapolis to Lafayette station in less than one hour with a stop at Lebenon. I can remember him setting the engine brake while the fireman was down on the step with the bottom test cock open trying to get a reading on how much water they had so they

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could make Lafayette for water. I can also remember many times walking past the engine at Lafayette and hearing the low water alarm sounding with the fireman putting water in and Jim trying to get it in the boiler.

Again, I enjoyed the article, and it certainly brought back some memories.

GEORGE W. HOCKADAY
Sodus, N.Y.

Memories of Dick Jensen

Thanks for your kind words for Dick Jensen. He was certainly one of the most interesting individuals I've ever met. A rotten businessman to be sure, but also completely honest. You could probably have played poker with him over the phone and been confident of an honest shuffle.

One of my favorite memories of Dick is the "after work" sessions when his equipment was at the old C&WI roundhouse in Chicago. Well after dark he would gather up his crew of helpers, and we'd head over to a classic greasy spoon restaurant on Halsted Street. This place was a "cop restaurant" — the cops were the ones with seats facing the front door, but the steam guys would push a couple of tables together and talk engines for hours.

About 1969 the column shift went out on that old Edsel. In typical Jensen style Dick punched a hole in the floor and rigged up a steel bar for a floor shift. The first time I got in and looked at the bar and the hole I asked him if it was a grate shaker bar or what. He thought that was pretty funny and let loose with one of those big "haw haw" laughs of his. It was the "shaker bar" from then on.

Dick's "regular" GTW engineer, Bud Young, died about four years ago. He was the last of the classic steam-era road foremen of engines on the Grand Trunk. A turned up cap bill and the stub of an unlit cigar were trademarks. Bud's real name, by the way, was Theodore Roosevelt Young.

Again, thanks for the memories.

BOB JOHNSON
Elmhurst, Ill.

I was shocked and saddened to read about the death of Dick Jensen. Your eulogy of Dick hit the nail on the head. In November 1968 I went to Chicago for the Midwest Chapter, the owners of the GTW 2-8-2 4070, to learn as much as I could about the upkeep of a steam locomotive. I was welcomed with open arms by the whole crew. As I remember, the 4070 ran two trips out of Chicago. I also helped Dick, Bud Young and Harry Dollan with two trips out of Detroit. The trips were all worth the time and camaraderie we shared.

The last time I saw Dick was in Erie, Pa., in 1970 when he was under contract with the 4070 rebuilding to oversee one trip for the Midwest. What he accomplished by today's standards is truly amazing. Thanks for all the memories, Dick.

BOB TODTEN
Cleveland, Ohio

On Marysville and Dick Jensen

Here are some corrections and further explanations to Charles Bohi's fine story on the UP's Marysville Subdivision.

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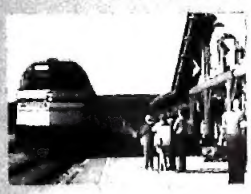

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Yard (MP 6.4) and from East Topeka to Gibbon Junction, the 61 mile stretch between West Yard and East Topeka has never had CTC and has always been a double-track ABS or Rule 251 operation. Part of the five-year improvement program is to fill this last gap in the CTC. The line from East Menoken to Gibbon Junction also has cab signals, and most coal trains are now allowed 60 m.p.h.

The present trackage between Marysville and Gerry, which includes what's left of Hanover Hill, is a line change that was constructed in 1973 which is much lower and straighter than the old line that was a helper territory as mentioned in the article.

Finally, the locomotive in the lower photo on page 51 is UP SD60 6043, not MP SD40-2 6043.

The improvements on the Marysville sub are only part of the five-year plan. Other phases of the plan include construction of a new coal yard with a dedicated car shop and locomotive servicing facility at North Platte; addition of through trackage and expanded main line fueling facilities at North Platte, both of which are near completion; installation of CTC between Farr and Alfalfa Center, which will make the main line from Gibbon Junction to North Platte all CTC and which is also virtually complete; and double-tracking most of the North Platte Subdivision, which leaves the main line at O'Fallons, ten miles west of North Platte, and connects with the C&NW at Joyce.

Incidentally, probably the busiest trackage on the UP is the main line between O'Fallons and Gibbon Junction, as this stretch of track handles all trains to and from the Marysville Subdivision *plus* all of the trains enroute to and from the C&NW at Fremont as well as the UP terminal at Council Bluffs. It is not unusual for this segment to see well over 100 trains every 24 hours, and the number is increasing as business continues to grow.

Finally, I have some thoughts about Dick Jensen and your eulogy in the MARKERS column of the same issue.

I'm sorry, but I can't agree with your analysis. Yes, Jensen was almost singlehandedly responsible for some fine trips with the 5629 in mid-1960s. Those trips provided a lot of people with fond memories and experiences. But those achievements in no way balance the destruction of three steam locomotives and tons of parts, supplies and tools. Granted, those locomotives, parts, supplies and tools were his to do with as he pleased,

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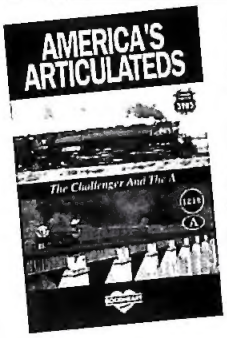

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but Jensen stood squarely in the way of all efforts to save any of this equipment. It would have been one thing to stand idly by and watch the destruction; it is quite another to have prevented all reasonable efforts to stop it and preserve them. Yes, Dick Jensen probably saved those locomotives from the torch in the first place, but in reality, all he did was postpone and then cause their demise.

We all know there are a few individuals (and groups) in this avocation who start out with high hopes and great fanfare, only to end up a few years later with little to show for their efforts but a trail of damaged or destroyed equipment, alienated people and railroad managements totally disgusted with steam engines and everyone connected with them. Whether we want to admit it or not, the actions of a few people are the main reason why some major railroads have been anti-steam for many years. What good are a few fantastic trips if they result in decades of refusal by the railroad to run another steam engine? Ever wonder why the GTW and the other Chicago-area railroads put an end to the 5629 trips in the 1960s?

Dick Jensen may indeed have been one of the few heroes of the 1960s — certainly he

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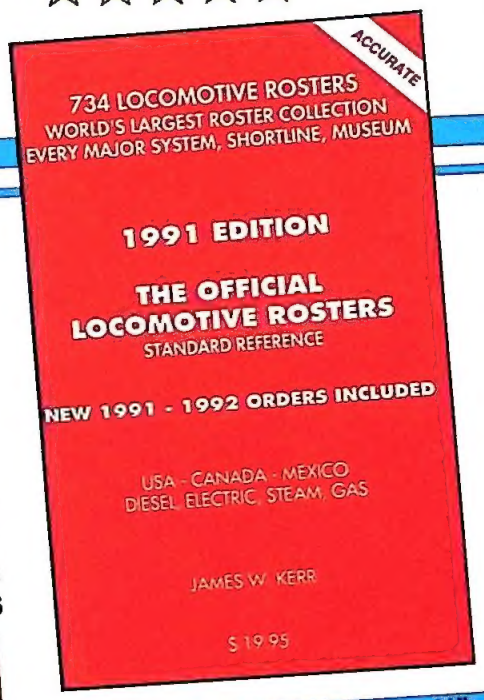

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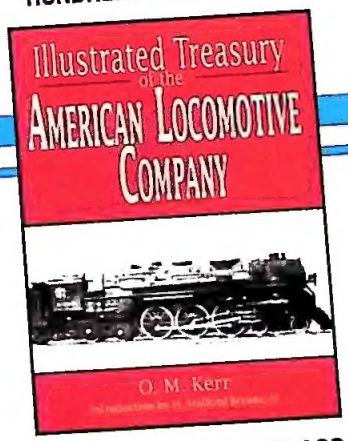

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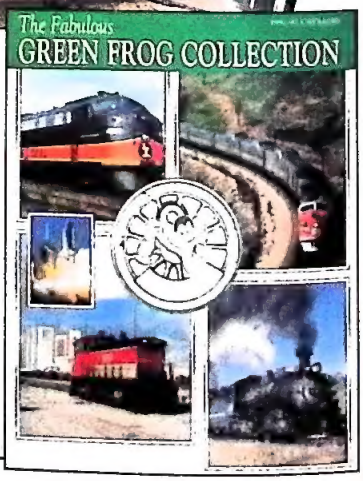

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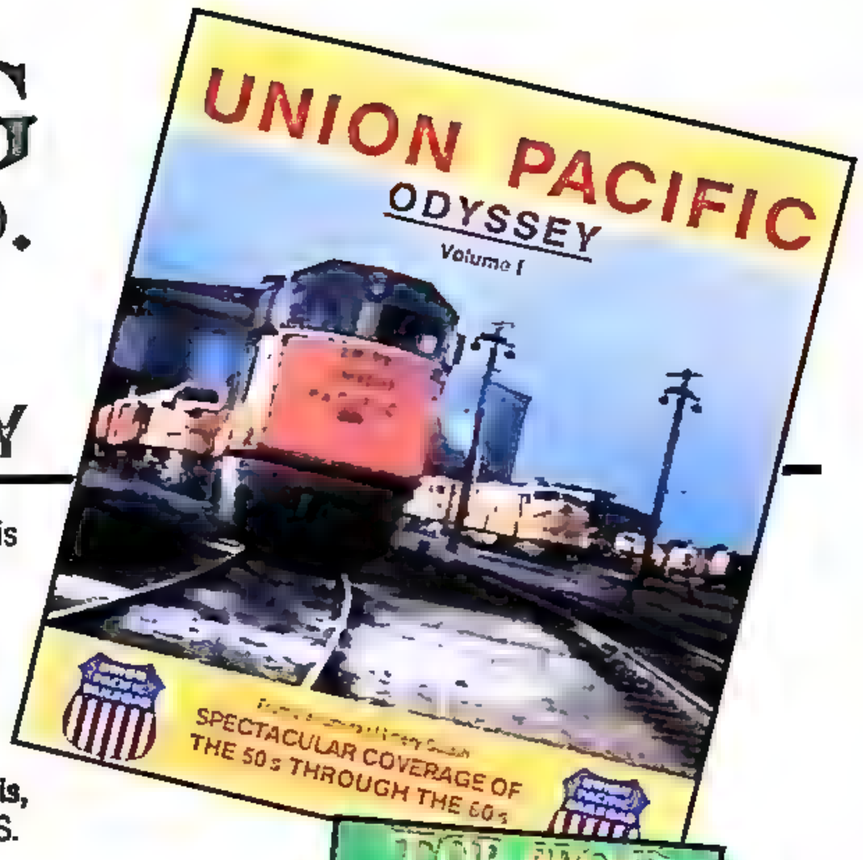

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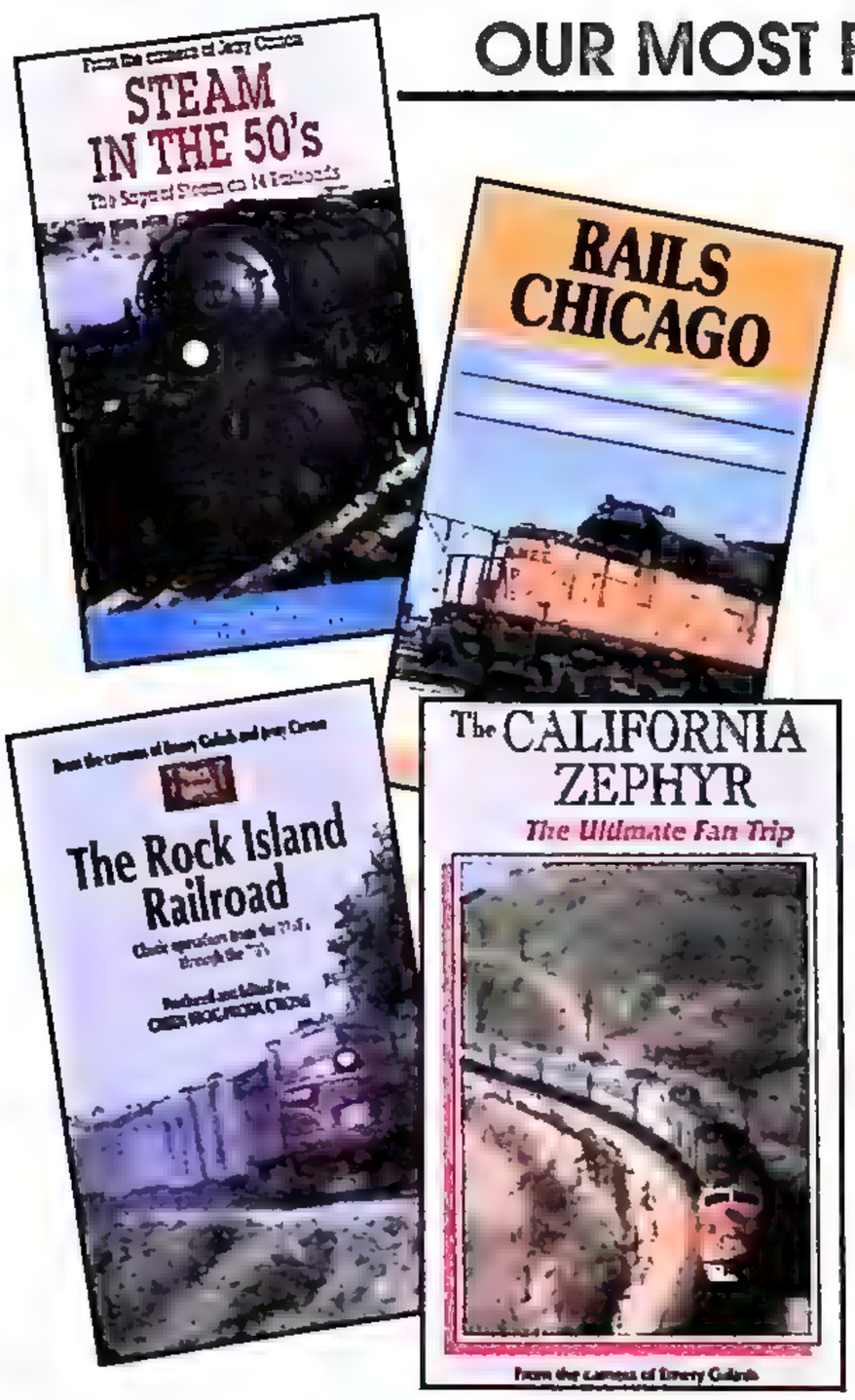

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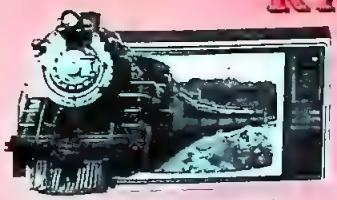

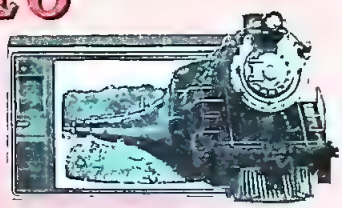

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Iron City-Pell City (FP40) 1 hr. 33.45
Pell City-Fairfield (FP40) 1 hr. 33.45
Fairfield-Hull (FP40) 1 hr. 33.45
Hull-Meridian (FP40) 1 hr. 33.45
SPECIAL ALL 6 PARTS ATLANTA-MERIDIAN 149.95

"The Orange Blossom Special" A head-end ride aboard an RF&P GP40-2 diesel from Richmond to Potomac yard, VA plus trackside action at the Bryanpark engine facility as well as run-bys at selected locations along the RF&P mainline.
Color, Sound. 4 One Hour parts ..... 33.45 EACH
ALL FOUR FOR 120.00

"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining Stratford car in service over the former Philadelphia & Western (now operated by SEPTA), from the 69th St. Terminal to Norristown, PA. plus run-bys and historic footage. Color, Sound. One Hour 33.45

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TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour. 33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride. Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J., Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations. Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey. Color, Sound, One Hour $33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment. Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour. 33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Frieghts-The River Line" Trackside action of Conrail freights on the Hudson River line. Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour. 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive!
Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service.
Color, Sound. One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound. One Hour. 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
B&W, Sound. One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage plus the B&O produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound. One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown. Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950.
Color, B&W, Background Music, One Hour 33.45

"New York Central-Reading Co. Vintage Movies"
1. **"Within The Oval"** Color, Sound (N.Y. Central)
2. **"The Steam Engine"** B&W, Sound (N.Y. Central)
3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast in 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
Color, B&W, Sound, One Hour 33.45

"Highlights" Short previews of most of our titles. This tape will make a unique addition to your collection or you may view it to determine content and quality of our videos then return it for full credit (less $3.50 for postage and packaging) toward the purchase of any Railroad Video tape.
One Hour, Fifty Minutes 33.45

MORE HEAD-END TAPES

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run bys. Full Color, Sound, One Hour 33.45

"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J. +Vintage PRSL footage
Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
Color, Sound, One Hour Each 33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of a NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of a NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of a NJ Transit GP40PH diesel.
Color, Sound, One Hour 39.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of a NJ Transit GP40PH diesel.
Color, Sound, One Hour 39.45

"The Peacock Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of a NJ Transit U34CH diesel.
Color, Sound, One Hour 39.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port-Jervis, New York, in the cab of a Metro North RDC train.
Part 1 - Color, Sound, One Hour 39.45
Part 2 - Color, Sound, One Hour 39.45

"The Boonton Line" A head-end ride in NJT U34CH diesel via the Boonton Line from Hoboken to Netcong.
Color, Sound, One Hour, Thirty Minutes 39.95

did accomplish a lot with very little. But his record since then was not one to earn praise. I can't help but wonder if the 5629, 5632 and the NKP Mike would be operating today or in the near future had Jensen not spurned all efforts to preserve them.

It is sad that he died, but his passing has no ill effect on current or future steam preservation and operational efforts.

STEVEN A. LEE
Cheyenne, Wyo.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date,** locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2.

November 2, 611 Atlanta to Chattanooga one way (ANRH); **November 2,** 4501 Chattanooga to Hollywood, Ala., and return (TVRM); **November 3,** 1218/611/4501 Chattanooga to Atlanta one way (TVRM/ANRH) (November 2-3 trips in conjunction with NS Steam 25th Anniversary. For more details see listing "NS 25th ANNIVERSARY" elsewhere in this column); **November 9-10,** 611 Huntsville, Ala., to Chattanooga and return (NARM); **November 16-17,** 611 Birmingham to Chattanooga and return (HOD); **November 16,** 1218 Columbia, S.C., to Kannapolis, N.C., and return (SCRM); **November 17,** 1218 Columbia to Charleston, S.C., and return (NONH).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493; (NONH) New Orleans Chapter NRHS, 314 Atherton Drive, Metairie, LA 70005; (SCRM) South Carolina Railway Museum, P.O. Box 235, Rion SC 29132; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421.

WESTERN MARYLAND SCENIC RAILROAD Saturday-Sunday (plus holidays) through December 1. Alco RS3, RSD5 and FPA4 diesels in full WM paint will power 32-mile round trip excursions between Cumberland and Frostburg, Maryland, via Helmstetter's Curve, Brush Tunnel and a 2.8% grade. Adults $12.50, seniors $11, ages 2-12 $7.50. Children under 2 which do not occupy a seat nde free. For more information phone the Western Maryland Scenic at 800/TRAIN-50 or 301/759-4400.

STRASBURG, PENNSYLVANIA, through March 3, 1992. "Speed, Safety, Comfort: Images of the GG1," a special exhibit at the Railroad Museum of Pennsylvania on Route 741 (opposite Strasburg Rail Road). For hours and other information phone the museum at 717/687-8628.

NS 25th ANNIVERSARY November 1-3. The following are movements associated with Norfolk Southern's 25th Anniversary steam celebration in Chattanooga. Times shown are for departure from point of origin and are subject to change. For tickets or information on excursions, contact one of the two following organizations as designated in listings: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; or (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421 (615/894-8028).

November 1, TVRM's ex-U.S. Army 2-8-0 610 will depart Chattanooga Terminal Station in early evening with passenger excursion to TVRM for a night photo session featuring Southern 2-8-2 4501 and 2-8-0 630, Central of Georgia 4-4-0 349 along with the 610. Two or three scenes will be arranged. 4501 will power return trip. Tickets $35 (TVRM).

November 2, 8am, 4501 Chattanooga-Hollywood, Alabama, and return (turn at Bellefonte power plant) (TVRM); 10am, N&W 4-8-4 611 Atlanta-Chattanooga one way (ANRH); 2pm, 610 East Chattanooga-Terminal Station and return (TVRM); 4pm, 4501 Terminal Station-Tenbridge Wye and return (after 611's arrival) (TVRM); 6:30-9:30pm, convention banquet.

November 3, 8am, 610, 611, 630, 1218 and 4501 on display at Food Terminal in Chattanooga; 11:30am, 611/1218/4501 Chattanooga-Atlanta one way with photo runbys (TVRM/ANRH).

PHILADELPHIA, PENNSYLVANIA, November 2. Special Amtrak excursion on ex-Reading main line to Reading (near-

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"Together Again" was on the 1946 C&O Calendar. Peake, Chessie's mate, has returned from WWII service. This cover is used to represent the Desert Storm Troops just returned from another, more recent conflict.

The Chessie Calendar is back!

The Chessie calendar was the most popular railroad calendar in the 1930s-1950s, featuring Chessie and her family in some pose that advertised passenger travel on the C&O Railway or related to some current event. Chessie, the sleepy little kitten that was adopted as an advertsing symbol by the C&O in 1933 to emphasize the comfort passengers cound enjoy on it's air-conditioned trains, soon came to represent the railway itself, and in 1972 the combined C&O/B&O/WM system was named "Chessie System." Today, even though Chessie doesn't appear on locomotives, cars, or timetables, she's still very much alive in the hearts of many Americans. C&O Historical Society has been chosen by CSX to carry on the great Chessie tradition by issuing this new sereies of calendars for employees and the public.

For 1992, the C&OHS begins a series that will recapture the spirit of the 1930-50s era with a calendar that shows Chessie and her family as she appeared in calendars and ads from that era as well as paintings that have appeared in other C&O calendars.

Full color thourghout, 17x11-inch size folded out, with an appointment style calendar to accompany 12 different renderings. Printed on high quality enameled paper. *Don't be disappointed, order early! Supplies of this premier issue of the "new" Chessie calendar may be quickly exhausted!* **$6.95 each + $1.00 postage first calendar, $.50 each additional (VA residents add 4.5% tax). Foreign orders $3.00 shipping.**

Chessie Calendar, C&O Historical Society, Dept. T
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ly 200 miles round trip). At Reading, transfer to Blue Mountain & Reading train powered by 4-8-4 2102 for round trip to Pottsville with photo runby at Port Clinton. Depart Philadelphia 30th Street Station 8am, return approximately 6:30pm. Adults $95, children $80. Tickets not refundable. For availability phone: 215/436-9519, or contact: RCT&HS Passenger Operations, P.O. Box 15143, Reading, PA 19612-5143.

WORCESTER, MASSACHUSETTS, November 2-3. Valley Railroad off-line steam excursions with Chinese 2-8-2 1647 both days to Versailles, Connecticut, and return on 100 rare miles of branch line. Photo runby. Coach $49.95, club car $109.95, first class $139.95. Club and first class service includes meals. For reservations or information phone the Valley Railroad in Essex, Connecticut, at: 203/767-0103.

FORT MYERS, FLORIDA, November 23-24. Scale Rails of Southwest Florida and Florida Live Steamers Annual Winter Railfest at Masonic Lodge, 3100 Evans Avenue, 10am-8pm Saturday, noon-5pm Sunday. Contact: Roger Wood, 813/542-6461 after 5pm Eastern Time.

WHIPPANY, NEW JERSEY, December 1, 8, 15 and 22. Santa Claus Special at Whippany Railway Museum, Route 10 West & Whippany Road. Morristown & Erie Alco diesels will power 45-minute, 10-mile round trips departing Whippany Station rain or shine at 1, 2, 3 and 4pm. Adults $5, under 12 $2.50, babies not occupying seat free. Advance ticket reservations recommended. Send check or money order and SASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

BALTIMORE, MARYLAND, December 7. "The Royal Blue" shoppers special to Philadelphia sponsored by the B&O Railroad Museum. Depart Baltimore (Riverside Yard off Fort Avenue at Ludlow Street) 8am, arrive Philadelphia 11:30, depart Philadelphia 3:30pm, arrive Baltimore 7:30pm. Adults $48, children $40. Ticket stubs good for free admission to B&O Railroad Museum between excursion date and December 31. Contact: B&O Railroad Museum Excursions, 901 W. Pratt Street, Baltimore, MD 21223-2699; 301/752-2393.

COLORADO RAILROAD MUSEUM, December 7-8. Narrow gauge 2-8-0 346 will operate on the Santa Claus Train. Contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

STOURBRIDGE LINE RAIL EXCURSIONS operate on Lackawaxen & Stourbridge trackage along the scenic Lackawaxen River in northeast Pennsylvania on the following dates powered by BL2 No.54. Times shown are for departure from Honesdale. For tickets or further information contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

Santa Express, December 7 and 14 at 9am, noon and 3pm and December 15 at 1pm, Honesdale-Hawley, $6.50.

BOSTON, MASSACHUSETTS, December 14. "34th Street Express" chartered Amtrak shopper's special to New York City. Depart 7am, return by 11pm. View Radio City Christmas spectacular or enjoy Circle Line Cruise around Manhattan Island. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

PERRIS, CALIFORNIA, December 21-22. Orange Empire Railway Museum 7th Annual Santa's Christmas Train will run both days (museum hours 11am to 4pm) along with regular PE Red Cars and trolleys. All-day ride passes $5 for adults, $3 for ages 6-11 and free for ages 5 and under. Contact: Orange Empire Railway Museum, 2201 South A Street, Perris, CA, 92370; 714/657-2605

FORT MYERS, FLORIDA, January 4. Rare mileage, full-day 180-mile round trip excursion behind Seminole Gulf Railway GP9s south to end of industrial track, then north to Arcadia via Caloosahatchee River lift bridge. Includes five-mile freight-only siding to Baker and wye at Arcadia built at connection for Charlotte Harbor & Northern with ACL. Photo stops. Box lunches, meals and legal beverages on train. Tickets $65. Send SASE to Jeanne Hickam, Scale Rails of Southwest Florida, P.O. Box 1382, Cape Coral, FL 33910-1382 (813/549-3961).

BOSTON, MASSACHUSETTS, January 25. "Snowflake Special" chartered Amtrak train to the Berkshires (400 miles round trip). Depart 8am, return 8:20pm. Additional boarding in central Massachusetts. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tounst railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

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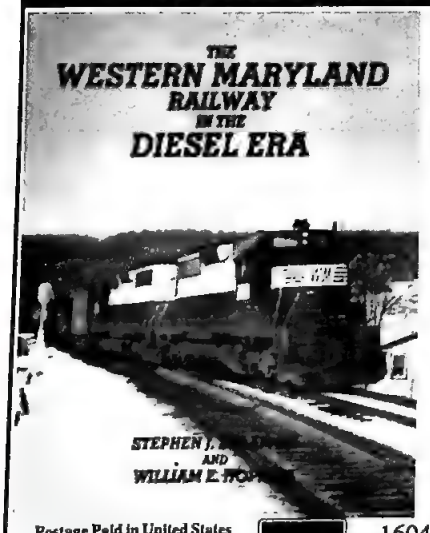

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Lima Berkshires 765 and 1225 side-by-side east of Huntington,W.Va. Aug. 9, 1991 Photo: Ron Durham

New releases for 1991

Steam In Huntington: 1991 NRHS Convention with PM 1225 and NKP 765 side-by-side, and N&W 1218.	90 Min.	$29.95
Steam Rotary: Spectacular action with rotary snowplow in Colorado on Cumbres & Toltec Scenic. Great Tape.	90 Min.	$39.95
Steam In The West: UP 3985 and 844 Doubleheading, 3985 solo, Mt. Rainier, Durango & Silverton, & C&TS	90 Min.	$29.95
SP 4449 Washington SteamFest: Scenic journey through Columbia & Yakima Canyons, plus GW 2-8-0 51	60 Min.	$34.95
SP&S 700 Washington SteamFest: First tour for the 4-8-4. BN Columbia, Yakima, and much more action	60 Min.	$34.95
Special package: 4449 and 700 Washington SteamFest tapes purchased at the same time *(save $9.95)*		$59.95
Garratts Of Zimbabwe: Articulated steam in Africa. See freight and passenger action, shops, & Victoria Falls	60 Min.	$29.95
BN's Marias Pass: Heavy BN mainline action. Pushers, snowsheds, tunnels, and lovely Montana scenery	30 Min.	$19.95
A Day On Soldier Summit: Rio Grande mainline action in the mountains of Utah. Helper action and scenery	30 Min.	$19.95

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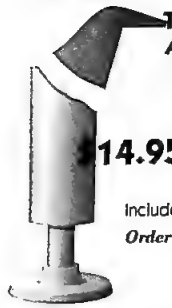

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Wilmington, Massachusetts, November 30-December 1, Shriner's Auditorium.

Timonium, Maryland, December 7-8, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 14-15, Philadelphia Civer Center ($6 admission includes parking).

BLOOMINGTON, ILLINOIS, November 2-3. Central Illinois Great Train Show at College Hills Mall, College Avenue & Veterans Parkway, 10am-9pm Saturday, noon-5pm Sunday. Free admission. Contact: William Steinkraus, Central Illinois Railroad Club, P.O. Box 4441, Bloomington, IL 61702-4441; 309/452-2664.

FRANKLIN SQUARE, NEW YORK, November 3. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

MOUNT CLEMENS, MICHIGAN, November 3. Gratiot Valley Railroad Club Fall Swap and Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.25, under 12 free. Contact: Uwe Thormaelen, 313/468-4877 Monday, 313/949-1878 Tuesday-Sunday.

PHOENIX, ARIZONA, November 3-22. Ponderosa North "Railorama 1991" at Valley Bank Center Concourse, 201 N. Central Avenue, noon-5pm Sunday, 8am-5pm daily. Operations and demonstrations 10am-2pm. Free admission. Contact: Matt Furze, 17237 N. 16th Avenue, Phoenix, AZ 85023-2555; 602/375-8229.

CHARLOTTE, NORTH CAROLINA, November 9-10. Metrolina Toy & Train Show at Metrolina Expo Center, I-77 Exit 16A, 9am-5pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

EUCLID (CLEVELAND), OHIO, November 10. Euclid High Train Show at 651 East 222nd Street, 10am-4pm. Adults $2.50, students and seniors citizens $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

MILAN, OHIO, November 10. Norwalk & Western Train Show and Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Admission $2, under 12 free. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

GREENSBORO, NORTH CAROLINA, November 16-17. Triad Toy & Train Show at Coliseum Complex, 1921 W. Lee Street, 9am-5pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

PEORIA, ILLINOIS, November 17. Illinois Valley and River City Railroad Clubs Peona Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

TANNERSVILLE, PENNSYLVANIA, November 23. Pocono Mountains Chapter NRHS 1st Annual Pocono Train Meet at Tannersville Firehouse, Exits 44 or 45 off I-80, 9am-4pm. Adults $3, under 12 free. Contact: John Lutz, Train Meet Chairman, Pocono Chapter, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

POTTSTOWN, PENNSYLVANIA,, November 24. Norco Train Meet at Norco Fire Company on Routes 100 & 724 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

FORT WAYNE, INDIANA, November 30. Train and Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Buy, sell, trade. Tables available ($10 in advance). Admission $2, under 12 free. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

GALAX, VIRGINIA, November 30. First Ever Train Fair & Swap Meet at Fairview Ruritan Building, Route 821 off U.S. 89, 10am-3pm. Admission $1. Co-sponsored by Twin City Railroad Club and Mayberry Model Railroaders. Contact: Stu Shenk, Route 8, Box 201, Galax, VA 24333; 703/236-3876.

ELMONT, NEW YORK, December 1. St. Vincent De Paul Parish Train Show at St. Vincent De Paul School Auditorium, 1510 De Paul Street, 10am-4pm. Adults $4, under 12 free with

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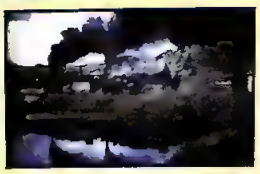

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OKLAHOMA CITY, OKLAHOMA, December 7-8. Annual OKC Train Show sponsored by Central Oklahoma Chapter NRHS at Made in Oklahoma Building on Oklahoma State Fairgrounds. 9am-5pm Saturday, 11am-5pm Sunday. Admission $3 Dealer and swap space available. Contact. Ed Birch, Jr , 1313 W Britton Road, Oklahoma City, OK 73114.

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OTTAWA, OHIO, December 14. Putnam Association of Railfans Model Railroad & Farm Toy Show and Sale at Ottawa KofC Hall, Routes H and 11, 10am-4pm. Admission $2, under 12 free with adult. Contact: Chris Roof, 8153 County Road P, Ottawa, OH 45875; 419/659-2620 or Randy Gratz, 419/456-3325.

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RALEIGH, NORTH CAROLINA, January 18-19. Ninth North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

FALL RIVER, MASSACHUSETTS, January 19. Old Colony & Fall River Railroad Museum 5th Annual Railroad Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 50¢, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/673-7061.

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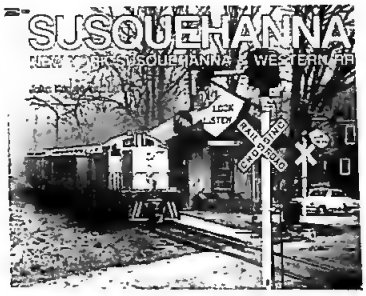

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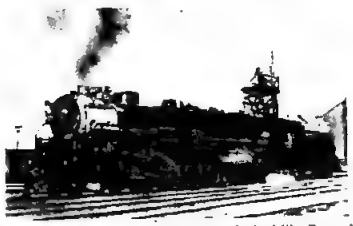

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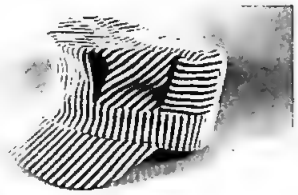

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BY BRUCE KELLY

What's New?

Erie Railroad in Color by David Sweetland is another in the ongoing series of 8½"×11" all-color hardcover pictorials from Morning Sun Books covering pre-Conrail lines in the Northeast. Drawing from the fine slide collections of various photographers, Sweetland takes us on a 128-page picture tour of the Erie from the Jersey City ferry operations west to Binghamton and Buffalo in fair detail, and then briskly across Ohio and Indiana to reach Chicago. As is usual with Sweetland's books, the photos are largely three-quarter action views, but most are framed so as to include plenty of interesting signal hardware, towers, stations and other lineside elements. While there is no coverage of Moodna Viaduct, Otisville Tunnel, Gulf Summit or Portageville Trestle, there are scenic shots of F3s on Starrucca Viaduct, GP7s crossing the Chenango River in Binghamton, PAs and E8s threading the Canisteo River Valley in fall colors and all kinds of EMD and Baldwin road switchers in branch service. Each caption tells a great deal of history and operational background on the train and location in the photograph. It sells for $45.00 plus $3.50 shipping (N.J. res. add tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

Operations on the West End of B&O's Cumberland Division during the diesel era is the topic of John Henderson's 84-page 8½"×11" album-format softcover *Blue Diesels and Black Diamonds*. There are more than 150 color photos, all nicely printed, showing such sights as a coal train coming off Seventeen Mile Grade in a fog of brakeshoe smoke, trains and AM Tower at the 2628-foot crest of the Alleghenies at Altamont, A-B-B-A Fs pulling and three RSD7s pushing a coal train around Salt Lick Curve, the little bit of Switzerland where Tray Run Viaduct carries trains across a ravine on a steep mountainside and E-units and SD35s in the damp night air at Grafton, West Virginia. It sells for $29.95 plus $3.00

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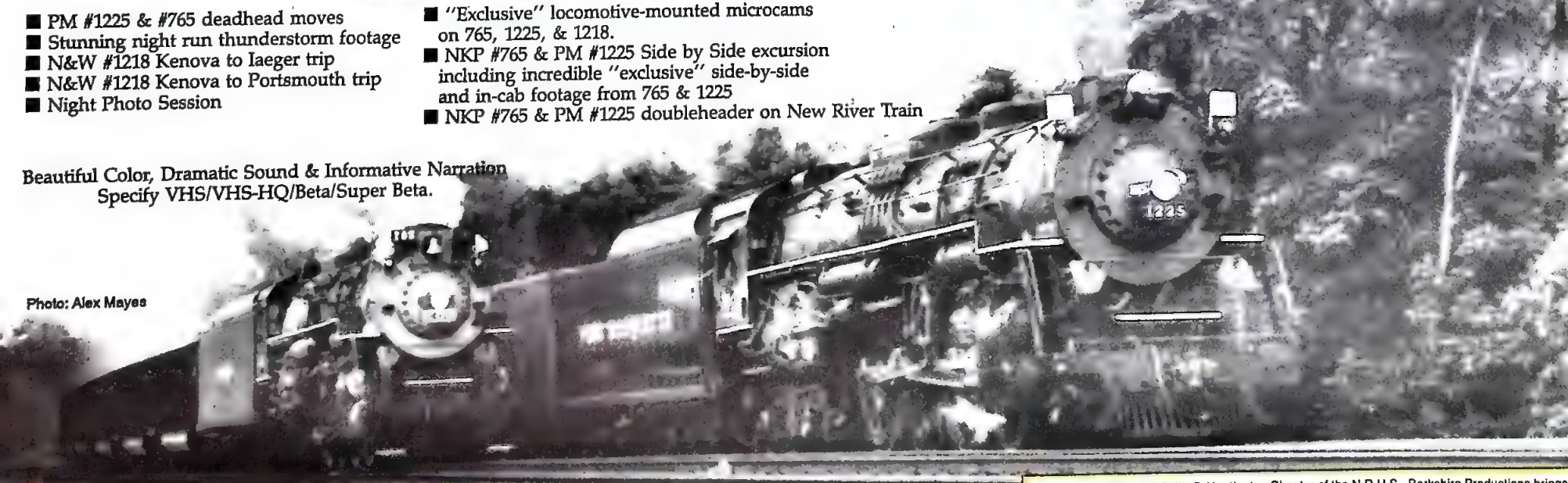

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In the late 1950s and early '60s, railfans flocked to a tiny 18-mile line in the heart of West Virginia which, at the time, was one of the last and largest standard-gauge common carriers running entirely on steam power. William Warden tells the story in his 80-page 8½"×11" horizontal format softcover titled *Buffalo Creek & Gauley*, an interesting and well-designed capsule history of a coal and timber hauler whose rails saw traffic with motive power that ranged from Shays and Climaxes to 0-6-0s, 4-6-0s, 2-8-2s and its famous fleet of Consolidations. In addition to the author, talented photographers like John Krause, Phil Ronfor, David Knox and Jack Wheelihan committed the BC&G to film. The reproduction is excellent on the pair of color cover views and the many inside black & white shots. Bill Warden knew the BC&G well and relates a very personal story of the railroad and its superintendent, Richard Manning, making this much more than just a picture book. A super-detailed engine roster and map are included in *Buffalo Creek & Gauley*, which sells for $20.00 plus $2.00 shipping (N.Y. res. add 6.25% tax) from Ed Crist, 27 DePalma Drive, Highland Mills, NY 10930.

Calendar Call

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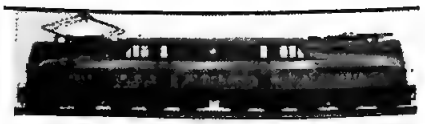

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grain paper. January kicks off with a Bob Collins color shot of a J1 2-10-4 approaching Horseshoe Curve, then the year continues with black & white photos from the cameras of Don Wood and J.W. Swanberg as well as the collection of J.R. Quinn. Among the black & white subjects are a huge BS24m Baldwin center-cab; an E6 4-4-2; an H9 2-8-0 running caboose hop through Wawa, Pennsylvania; doubleheaded K4's; a GG1 at Elizabeth, N.J., and other scenes. It sells for $7.95 postpaid (N.Y. res. add tax) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

Leading off with a night shot of NJ Transit's restored Erie E8 834 and folding out vertically to 12"×24", the all-color "Don Ball Jr. Railroad Calendar 1992" displays its usual excellent color reproduction and interesting mix of North American scenes from the past and present. Steam subjects include in-service IC 4-8-2s and N&W J 610 and restored C&O 4-8-4 614, and there are such vintage diesels as Southern E8s, a Lehigh Valley SW8, a Monon BL2 leading A-B F3s, a Seaboard Air Line SDP35, B&O E7s leading the *National Limited* out of St. Louis, a Pennsy GP30 and U25B with empty hoppers, Pere Marquette E7s departing Chicago and SP *Daylight*-schemed E7s and PAs at El Paso. A postcard-perfect Rocky Mountain view of dome-observation *Silver Sky* on the rear of the *Rio Grande Zephyr* rounds out the classic imagery in this fine calendar which sells for $10.95 ($14.95 in Canada; N.Y. res. add tax) from W. W. Norton & Company, 500 Fifth Avenue, New York, NY 10110.

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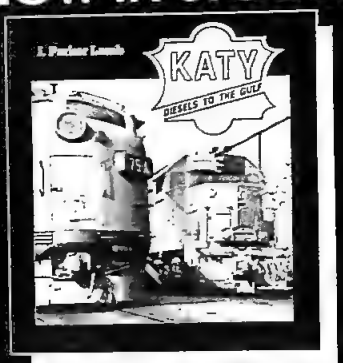

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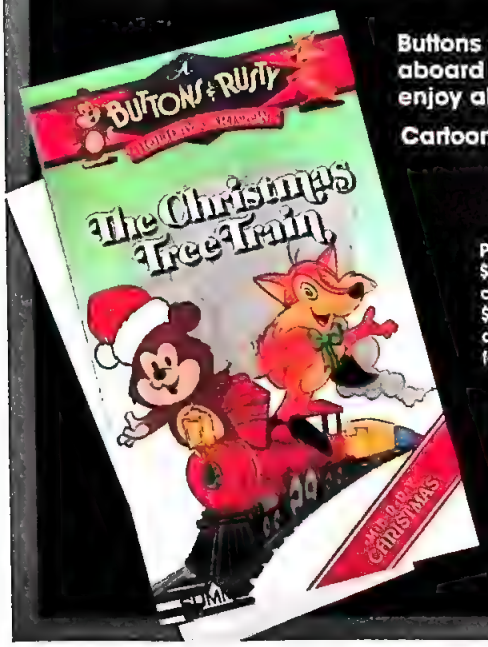

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New Years journey in the final weeks on the C.P. route. Winter fantasy! See Revelstoke to Banff from cab, plus Lake Superior and other highlights. Also includes footage from the 1950s-70s. Best way to see Canada!

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Extended look ahead from cab of #1 ("Canadian") as darkness turns to light in Thompson Canyon. Then... CABOOSE WARS!! Ride C.P. time freight as C.N. paces us across the river!! Dueling freights...

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Unexpected scenic delights in upper Quebec! L.V. private car ride aboard "Montrealer" and "Chaleur", plus a few Amtrak scenes on "Broadway", "Capitol".

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1. **NICKEL PLATE ROAD** Steam Freight in '58 (60 Min.) 4 Sounds of Berkshires in action!
2. **DERAILMENT!** Listen on the wire ("GB" Block Station, Blasdell, NY) following 1958 NKP wreck! (45 Min.)
3. **GRAND TRUNK & ILLINOIS CENTRAL** - 1960 steam pulling commuters and coal! (30 Min.)
4. **STEAM SHORTLINES #1** W.M. Ritter Shay, Buffalo Creek & Gauley 1959-61. (45 Min.)
5. **STEAM SHORTLINES #2** More BC&G, plus Georgia Pacific Shay, ET&WNC, more. (45 Min.)
6. **CASS SCENIC** - Little engines. Big sound! (90 Min.)
7. CANADIAN PACIFIC #1 Track torpedoes explode as steam frt passes Guelph Jct. etc. (45 Min.)
8. **CANADIAN PACIFIC #2** 2-8-2, 4-6-2 types on frt. switching and mainline (45 Min.)
9. **CANADIAN PACIFIC #3** Cab ride 2-8-2 #5405 in 1959, at near stall! (45 Min.)
10. ***2* C.P. #4** (2 Hrs, $10). Excursion run in 1959, behind three sets of doubleheaders!
11. **CANADIAN NATIONAL #1** 4-8-4 s passenger and frt. plus 2-89-0 local. GP diesel, steam helper! (45 Min.)
12. **CANADIAN NATIONAL #2** 1958 Steam activity around Dundas, Hamilton, Merriton. Great sounds! (45 Min.)
13. ***2* C.N. #3** (2 Hrs., $10). #6218 trip of June 1, 1968 features some mighty fast running!
14. **CANADIAN NATIONAL #4** 4-8-2 #6060 on excursion, Sept. 21, 1975. (30 Min.)
15. ***2* N&W STEAM** (2 Hrs., $10). 1959 trip features Class A #1240, Y6b #2174.

SERIES TWO: Sounds of 60s, deisel & electric.
(Entire Series-10 tapes $49)

16. **EARLY DIESELS** - NKP PAs, E-L, E-8 and FAs, more from PRR, SOU. (60 Min.)
17. **LACKAWANNA ELECTRICS** - Weary M.U.s from trackside. Plus express run Hoboken to Dover! (90 Min.)
18. **RIDING THE E-Units** - Side 1: E-L "Lake Cities" (E-8); Side 2: PRR E-7, E-8. (60 Min.)
19. **RAILROAD SMORGASBOARD** Accent is on variety of diesel types, plus electrics, some steam! (60 Min.)
20. **HORSESHOE CURVE** - 759 battles the Hill in 1970, plus Alcos, E-s, thunderstorm and break-in-two! (60 Min.)
21. **PASSENGER TRAIN VAGABOND** - Aboard Florida Special, Zephyr, Skeena, Canadian, Lake Cities. (60 Min.)
22. **A DAY IN MARION** - sampling 24 hours in 1969 at the diamonds; E-L, NYC, N&W, C&O; AC Tower. (60 Min.)
23. **ON THE P&LE COMMUTER** - Ride with GP-7 start to 70 MPH, also rear vestibule, in 1984. (60 Min.)
24. **T R A C K S** - simply the rhythm of the rails! 80 MPH on jointed track (60 Min.)
25. **ON THE GRADE** - In 1970, PC and B&O near Pitts., SP, AT&SF at Tehachapi Loop (60 Min.)

SERIES THREE: Stereo Steam, 1980s.
(Entire Series-14 tapes $69)

26. **On Board the Cumbres & Toltec Narrow Gauge** - 1987, 1990. K36 487 plus 488 double. (90 Min.)
27. **Durango & Silverton Narrow Gauge** (90 Min.)
28. **NKP #765** on New River Train (28 cars, 1990). Plus Durango & Silverton stall in the rain! (60 Min.)
29. **CLINCHFIELD #1**, on a rare "solo" act, 1978. Erwin to St. Paul, VA. (90 Min.)
30. **SOUTHERN T&P** 2-10-4 #610, trips from 1977-79 (90 Min.)
31. **N&W Class "J" #611**, 1982-83 on the N&W and Southern Ry. (90 Min.)
32. **CHESSIE SAFETY EXPRESS**, 1980, with #614. Sand Patch, 17-mile Grade, speed. (90 Min.)
33. **SOUTHERN 722**, 1978-80. Various trips in Va. (60 Min.)
34. **NKP 765** - Trackside sounds, 1980-85. Wide variety of locations. (90 Min.)
35. **CHESSIE STEAM SPECIAL** 1977-78, RDG #2101. (90 Min.)
36. **ALLEGHENY #2101**, Continuous run Altoona-Horseshoe Curve-Gallitzin 10-10-76. (60 Min.)
37. **SOUTHERN 2716**, Fall 1981. Mt. Airy Grade is among locations heard. (90 Min.)
38. **S.P. 4449**, Steam Special Birmingham - Atlanta. (90 Min.)
39. **SOUTHERN 4501**, 1975-80. Running thru GA - IN - AL - MSA - VA - KY! Beautiful Sound! (90 Min.)

McMillan Publications now produces *three* terrific calendars. All fold out vertically to 14"×22" with nicely-reproduced 9"×12" color photos and clean, attractive graphics. The line's newcomer is the "1992 BN Color Calendar," with fine scenic shots of "paleface" GP39s, three commuter Es side-by-side against the Chicago skyline, units idling at night in Essex (with the famous Izaak Walton Inn in the background), a U33C, SD45 and F45 (the latter still in GN blue & white) on Bozeman Pass, Geeps in South Dakota and on Marias Pass, a C30-7 reflected in a mirror-perfect lake at dusk, a wintry meet with Conrail on the three-track Burlington "raceway," triple U30Cs with unit coal empties and various arrangements of SD40-2s. My personal favorite is Steve Patterson's angle on the classic Rocky Mountain shot at the old Marias Crossovers S-curve with an F45, U33C and SD45 leading yellow reefers west. McMillan's "1992 Conrail Calendar" has several snow shots, including an SW8 and GP15 passing homes in rural Pennsylvania and SDs crossing the Rocky River at Olmsted Falls, Ohio. Fair weather photos depict GP38-2s at the steel mill at Mingo Junction; SD40s, SD50s, GP38-2s and B23-7s in Ohio; big GEs moving coal and pigs in Pennsylvania; Starrucca Viaduct as seen from the homes down below and a wide-nose Dash 8-40CW leading doublestacks over Portageville Trestle. McMillan's "1992 Santa Fe Calendar" (the company's flagship product) shows pre-yellowbonnet SD45s and Geeps in Arizona and freight F7 263C in Texas in 1964 and approaching the Rock Island diamond in Courtland, Kansas, in 1974. More recent action finds SDs climbing Goffs Hill, trailers entering Abo Canyon, GP38s and B23-7s in Denver, more second-generation Geeps in the Tehachapis and on the Surf Line and an FP45 in Newton, Kansas, at night. Bringing things up to date are red & silver Super Fleet Dash 8-40BWs in Chicago and on Edelstein Hill. All three McMillan calendars are priced at $10.95 each postpaid (Canadians

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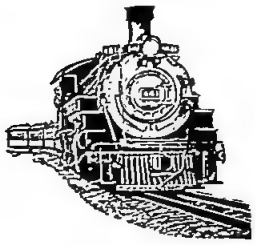

1992
WINTER RAILS SCANDINAVIA
February 8-18

Enjoy the winter beauty of Norway and Denmark by first class rail. Bergen, three nights in a mountain resort on the Bergen and Flam lines, Finse, Oslo, Copenhagen, Odense and DSB Car Ferry service to be replaced by tunnel. Bergen to Copenhagen or continue on Swiss trip.

WINTER RAILS SWITZERLAND
February 18-28

An in-depth study of the Swiss narrow gauge lines at mid-winter. Four nights in Brig, five nights in Chur. MOB Panoramic Express route, Glacier Express, special equipment on RhB System, Davos, Schol, Berninia, St. Moritz, salon car charters and more.

ENGLISH RAILS IN SPRING
April 14-27

Relaxing visit to England staying in York and London. York Museum, Settle-Carlisle scenic line, Blackpool, North York Moors Ry, Severn Valley Ry, RH&D, visit to Chunnel display site, Isle of Wight. Free time in London.

ELECTRIC RAILS PORTUGAL & SPAIN
April 27-May 9

Ride Lisbon street cars with 1906-14 Brill builts and look-alikes before the start of modernization. Visit Porto where trams are on borrowed time. Spanish narrow guage electric system (FEVE) from Coruna to Ovieda, Bilbau and San Sabastian. Standard guage to Barcelona for visit to their extensive electric systems.

SCANDINAVIAN RAILS
June 14-July 2

We will revive our classic first class rail and water excursion to the Arctic Circle. Fly to Copenhagen, ride Danish rail-ferry system. Continue to Stockholm, Silja Line ship to Helsinki, Finnish lake country, cross, Arctic Circle, Narvik, Bodo, Trondheim, Oslo, Flam and Bergen.

1992 NRHS SAN JOSE CONVENTION
Post-Convention Tour

Plan now to attend the annual NRHS Convention, July 22-26 in San Jose. We will operate a post convention program to include Reno, Nevada Northern at Ely, Amtrak via Moffat Route, Denver and optional Colorado Circle covering the narrow gauge systems.

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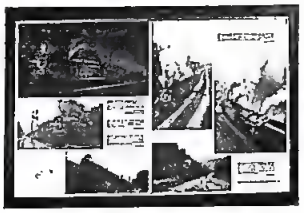
The Weekend Chief Publishing Company has put out fine 11"×17" all-color calendars for three different historical groups. Each is available at the prices and from the addresses shown below. The "Baltimore & Ohio Railroad Historical Society 1992 Calendar" is big on diesels (many in the "sunburst" scheme) such as Geeps and SD7s, Es on the *Capitol Limited*, an Alco S2 on subsidiary Staten Island Rapid Transit and four F-units and a Geep rounding Mance Curve in fall colors. There's also steam-powered freight and passenger action, as well as caboose and freight car portraits. It sells for $7.25 plus $1.50 postage from the B&O Railroad Historical Society, P.O. Box 13578, Baltimore, MD 21203-3578.

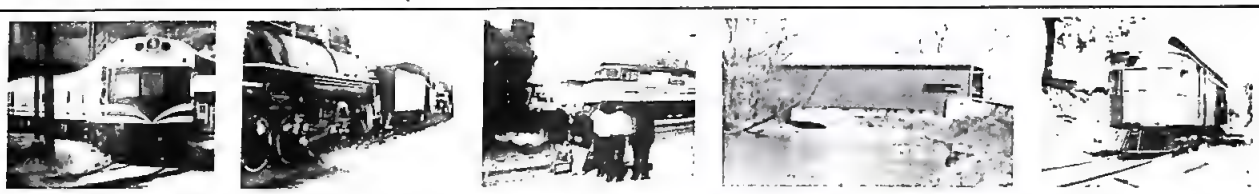
Weekend Chief's production of the "New Haven Railroad 1992 Calendar" is also big on diesels, with PAs of various design and livery, an RS3 crossing the Blackstone River, a U25B, RDCs and an S1 caboose hopping on Rhode Island Company street trackage. Steam and electrics are represented by I-Class Pacifics in the snow, EF-3b motors and m.u.'s arriving Stamford. It sells for $6.95 plus $1.50 postage from New Haven Railroad Historical & Technical Association c/o Kenneth H. Warner, 11 Bassett Road, Branford, CT 06405.

Also printed by Weekend Chief is the "Chicago, Milwaukee, St. Paul & Pacific 1992 Calendar," which begins with glitzy cover flap artwork from a 1943 Milwaukee Road calendar depicting steam, diesel and electric power against a stylized city skyline. Photo subjects include a USRA heavy Mikado and 2-8-0s in pastoral Iowa and Minnesota, plus a diesel deluge with Geeps, SD40s, Es and Little Joes in Montana, an HH-600, electric motors on street trackage in Washington, F-M Erie Builts, "Quill" E11 in silver paint and an F45 approaching Chicago Union Station. It sells for $8.00 plus $2.00 postage from Milwaukee Road Historical Association c/o Tom Helms, 1826 North Vail, Arlington Heights, IL 60004.



NRHS Convention Plaque

The gang at *Railpace NewsMagazine* has produced yet another of their collectors photo plaques (No.38 in the series), this time commemorating the NRHS National Convention held this past August in Huntington, West Virginia. It measures 13¼"×19¼"×¾" with gold-finished routed edges and a woodgrain border. The collage of six pictures (one in black & white, the rest in sharp color) covers the major highlights of the convention, from the night photo session with Pere Marquette 2-8-4 1225 and Nickel Plate Berk 765 at 20th Street Yard and the side-by-side runby of both engines at Hurricane to the doubleheaders and N&W 2-6-6-4 1218's run to Iaeger on home rails. Each photo is described in a brief caption, and the face



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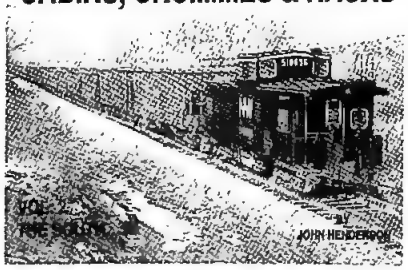

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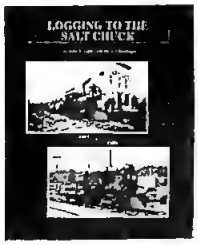
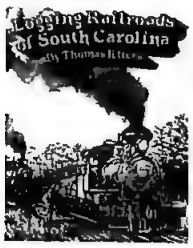


Replinger on Simpson

Although you'd never guess it by the name, "Logging to the Salt Chuck," John T. Labbe and Simpson Timber locomotive engineer and historian Pete Replinger teamed up to produce an impressive 200-page book about the Simpson logging railroad and the other associated rail operations that populated Mason County on Washington's Olympic Peninsula. All of the companies mentioned in this month's feature article on the Simpson line are covered in detail, including the Simpson-predecessors Satsop Railroad and Peninsular Railway as well as Simpson's recently acquired Arcata & Mad River in California. The 8½"×11" book has 217 photos, eight pages of color, six maps, loco rosters and some equipment drawings. It is available in hard cover for $45.95 and softcover for $36.95 from Northwest Short Line, Box 16485, Seattle, WA 98116. Oh, yes, the "salt chuck" of the title is a local loggers' term for ocean saltwater.

Book reviews



"Logging Railroads of South Carolina," published by Heimburger House Publishing Co., 7236 West Madison Street, Forest Park, IL 60130; 246 8½"×11" pages, hardcover; $42.95.

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the unnoticed railroads located south of the Mason-Dixon line. Tom Fetters, author of the recently published *Logging Railroads of South Carolina*, is one of our heroes.

Fetters did us right some years back by co-authoring a fine history on the South's only electric line of any consequence, the Piedmont & Northern. This volume took the P&N's saga from cradle to merger in fine style. In addition, he penned a book called "Palmetto Traction," which called further attention to interurban rails under wires in South Carolina. Now after a lapse of some years comes Fetters' book on logging railroads in the Palmetto State.

It is obvious from reading the book that this subject was a much tougher nut to crack than previous ones, but Fetters does a good job of presenting something that should have vanished as fast as a rotting stump in the swamp. While the interurbans he wrote about in his earlier books were smack in the middle of cities and well photographed and even had some sort of following, the loggers were well hidden.

As anybody who has driven to Charleston can tell you, there are plenty of deep, mean swamps full of alligators and rattlers that stand in the way. In addition, time has erased memories and the scant records on these lines. Still, Fetters manages to pry loose information concerning 258 different operations.

Although much is drawn from lumbering journals of the period, Fetters gets into some entertaining tales about crews on swamp railroads encountering alligators sunning themselves on the tracks and mosquito-infested areas that ensured the engineers would keep up the pace.

Chapters are organized geographically from the coast to the Blue Ridge. Each logger is treated individually, and there are 175 photos and 82 illustrations and maps that accompany the text. Among the photographic gems are rare photos of locomotives constructed by two relatively unknown Southeastern builders, Glover Machine Works and Dewey Brothers. The latter was a complete surprise to me, a delight in this day and age when it seems that so many rail topics have been driven into the ground.

The greatest thing about this book is not just its readability. It is in the wealth of information and the way it is presented through clearly organized sections on different lumber operations and a slew of lists. Rosters of lumber roads, tramways and short lines, an 1890 list of towns with logging railroads, a section on 3-foot-gauge loggers and one listing common carrier loggers are useful ways to look at these operations from varying angles. If you ever wanted to know anything about logging railroads in South Carolina, you could find it in this book.

The flipside is that some of the real gems — the Argent Lumber Co. and its late-running 3-foot-gauge steam operation, for example — aren't more developed than some of the truly obscure lines. Another shortcoming is that updates — the sections in which the author brings us up to speed on what happened to a particular locomotive or line — are not consistent. While we know the current disposition of the lines that became today's Waccamaw Coast Line and Mid-Atlantic Railroad, there is little current information about the Pickens Railroad's status. Some of the dispositions of the existing steam locomotives seem to stop some years back.

While we usually think of Pennsylvania, West Virginia and the West Coast when visualizing logging railroads, Fetters' book will introduce you to a swampy bunch of loggers in a state you wouldn't associate with Shays. If your interest leans toward the unusual, logging railroads or finding out exactly "what was out there," go buy this book — JIM WRINN.

The Feather River Route, Part Two — A Geographical Tour: Keddie to Salt Lake City, by Ken Rattenne, published by Interurban Press, P.O. Box 6444, Glendale, CA 91225-0444; 144 8¼" × 10½" horizontal pages, hardcover; $47.95 plus $3.50 shipping (Cal. res. add tax).

This is the second half of Ken Rattenne's effort to show the Western Pacific in pictures and text from one end to the other. Part One, published in 1990 (August 1990 RAILROADIANA), took the reader from San Francisco east to Keddie; Part Two continues the coverage beyond Keddie to Bieber and Salt Lake City.

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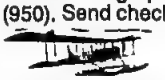

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fans, if not business investors, mourn its loss.

Like the first book, Part Two takes us step by step through the important terminals and landmarks of the WP, and Rattenne peppers his observations with historical notes, crew comments and little pieces of trivia as the railroad winds its way from Keddie north to Bieber and the BN connection and then east from Keddie through the mountains and across great deserts to the capital of Utah and the D&RGW connection. It makes for pleasant, light reading. The photos are good, too, although most are printed too small to be effective. Of special merit are the capsulized conversations with crew members that give a nice piece of heart to the book, raising it from being "just another" ISBN number.

I like Rattenne's writing and his picture selection, but I must question whoever decided to divide such slim pickings as the Western Pacific into two volumes. While the author's efforts are first-rate (I love the photos, too), I get the feeling that this would have made one superb 300-page treatise on the WP. Nobody's going to call this the definitive work on the Western Pacific, but for any WP fan and anyone else who was to get a taste for something besides the Big Three Railroads of California, this book is certainly welcome — DAVID LUSTIG.

Videos

BY MIKE DEL VECCHIO

New Arrivals

It's convention time again, and just before press time we received the first of what should be at least four major productions on the spectacular NRHS convention last August in Huntington, West Virginia. Mark One Video has gathered the work of six field crews into an 80-minute documentary that covers the action from the 1225's ferry move on freight out of Michigan and the double-headed 2-8-4s on freight from Cincinnati to Russell through all of the convention week steam excursions. The N&W trips are covered from lineside and on board, and the two CSX Berkshire trips are covered from a variety of lineside and on-board angles. Additionally, the program includes archival film footage of N&W steam at Kenova and a quick history of the Van Sweringen Berkshires. The price is also spectacular: $17.95 postpaid! **"Convention Highlights: NRHS Huntington 1991"** is available from Mark One Video, P.O. Box 404, New Milford, NJ 07646 (N.J. res. add 7% tax; Canada shipping add $3). Order by toll-free phone with VISA or MasterCard from 1-800/66-MARK 1.

Mark One Video also has out a very interesting documentary on the Maine two-foot-

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ers and Edaville Railroad entitled **"Massachusetts' Maine Attraction,"** written and narrated by R&R's Jim Boyd. The one-hour program uses vintage film footage to illustrate the heritage of the two-footers, with emphasis on the Sandy River & Rangely Lakes and the Bridgton & Harrison. In October 1941 Ellis Atwood purchased much of the equipment and hardware of the just-abandoned B&H with the intention of setting it up on his cranberry plantation in Massachusetts, but World War II delayed the actual start-up by five years. Edaville coverage begins with vintage film showing passenger and freight trains running right up to the end of the under-construction track and continues with video shot during 1991, Edaville's 50th year. Included are Railfan Weekend freight action and a ride over the road aboard a regular passenger train viewed from the cab, on the side of the locomotive and with a "Chooch-Cam" down among the drivers, with some surprisingly great stack talk. All four of the Edaville's Maine steam locomotives are shown in 1991 action. The program wraps up with the after-dark moves involved with the night photo session on June 15, 1991, depicted on page 68 of the September '91 R&R. "Massachusetts' Maine Attraction" sells for $24.95 plus $3 shipping (N.J. res. add 7% tax) from the address above.

One of the better contemporary diesel action documentary series is "The Blue Mountains...," from Video Rails, P.O. Box 80001, San Diego, CA 92138; 800/262-2776. The Blue Mountains in northeastern Oregon present a grueling obstacle to the Union Pacific main line between Salt Lake City and the Columbia River. Video Rails' first two volumes (see February '91 VIDEOS) split the action into two 100-mile segments. **"The Blue Mountains, Volume III - Winter in the Blues"** features the entire region from Meacham east through the operations center at LaGrande to North Powder (with its many grades and two summits) during the most operationally difficult time of year. And the winter action is dramatic, indeed. The show starts in LaGrande and follows the action west, then east. The video appears to have been shot during 1990, and the motive power is the newest and biggest on the railroad: SD60s, SD40-2s, Dash 8-40Cs and their appropriate super cab counterparts on manifests, hot TOFC and doublestack trains, plus Amtrak. Winter in the Blue Mountains means heavy snows, extra units and extra helpers. The action and editing are fast paced, the video quality is super and the often-shown graphics, map-work and enthusiastic narration really keep the show moving. The scenes are mostly trackside with some pacing, and the camera work is professional. The weather ranges from bright blue skies to driving snowstorms with minimal visibility. Except for the introductions, I didn't notice any duplication of footage among the three volumes, and this program is an excellent companion to the previous "Blue Mountains..." releases. All three help make this spectacular portion of the Union Pacific a not-so-well-kept secret. 60 minutes, $49.95.

"CSX Detroit Division, Plymouth Subdivision," from ECO Works, P.O. Box 9361, Wyoming, MI 49509-0361; 800/743-9757, covers Michigan main line railroading from

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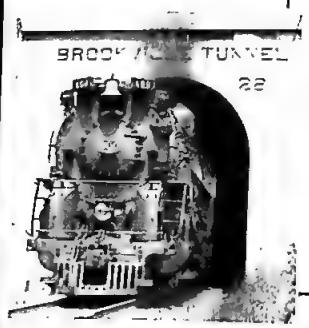

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Grand Rapids east to Detroit on CSX's Detroit-Chicago main line. "...Plymouth Subdivision" is a companion to ECO Works' "CSX Detroit Division, Chicago Subdivision" (see November '91 VIDEOS).

Put together much like its earlier counterpart, this program begins at Wyoming Yard in Grand Rapids, 125 miles west of Detroit, and it visits the significant towns and points along the line. Just about all types of railroading are shown from the hottest TOFCs and general merchandise to work trains, locals with cabooses in tow, ballast cleaners in operation and yard work as trains are being made up. The motive power is diverse, as CSX is still running in a variety of current and predecessor paint schemes; the Soo Line, Canadian Pacific and Amtrak have running rights over the line, and Conrail and Grand Trunk run over a portion. In addition to all of that, new EMD locomotives built by GMDD at London, Ontario, show up in locomotive consists (like the very first GP60B for the Santa Fe, in one sequence), and there is even a pair of blue & white Oakway SD60s hauling empty hoppers back to the Powder River Basin for loading. Restored Pere Marquette 2-8-4 1225 makes a brief appearance (one 25 m.p.h. runby) on its August 3 ferry move to Huntington, W.Va., for the 1991 NRHS Convention. The terrain is mostly flat in rural and suburban settings but includes a couple of large bridges, and there is an impressive sequence of trains entering and leaving both the Detroit and Canadian sides of the Detroit River Tunnels, whose height restriction keeps this line from becoming a major stack train route between New York and Chicago. The videography is generally

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clean and steady with a generous use of the telephoto and an informative narration. The scenes are mostly lineside with some pacing, and the shooting and editing are more for the hardcore viewer. 120 minutes, $45.00 (Mich. res. add 4% sales tax).

Feature Reviews

"Southern Pacific's Shasta Division," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VHS or BETA, VISA or MasterCard accepted. 60 minutes, $39.95 plus $4.00 shipping per order (Calif. res. add 8.25% sales tax).

One piece of railroad very much in the news lately has been Southern Pacific's main line through the Sacramento River Canyon (see page 76). This line is part of Espee's Shasta Division extending from Roseville, Cal., (near Sacramento) north to Portland, Oregon. It is a spectacularly scenic and rugged section of main line as trains north of Redding, Cal., must battle the 2% grades and many curves of the Sacramento River Canyon. Pentrex' "...Shasta Division" offers a contemporary look at 110 miles of this busy main line between Redding and Grass Lake, the most rugged and scenic portion of the line — and filmed just before the recent derailment which has attracted so much attention.

The program opens in Redding with gorgeous evening light on SP trains high atop

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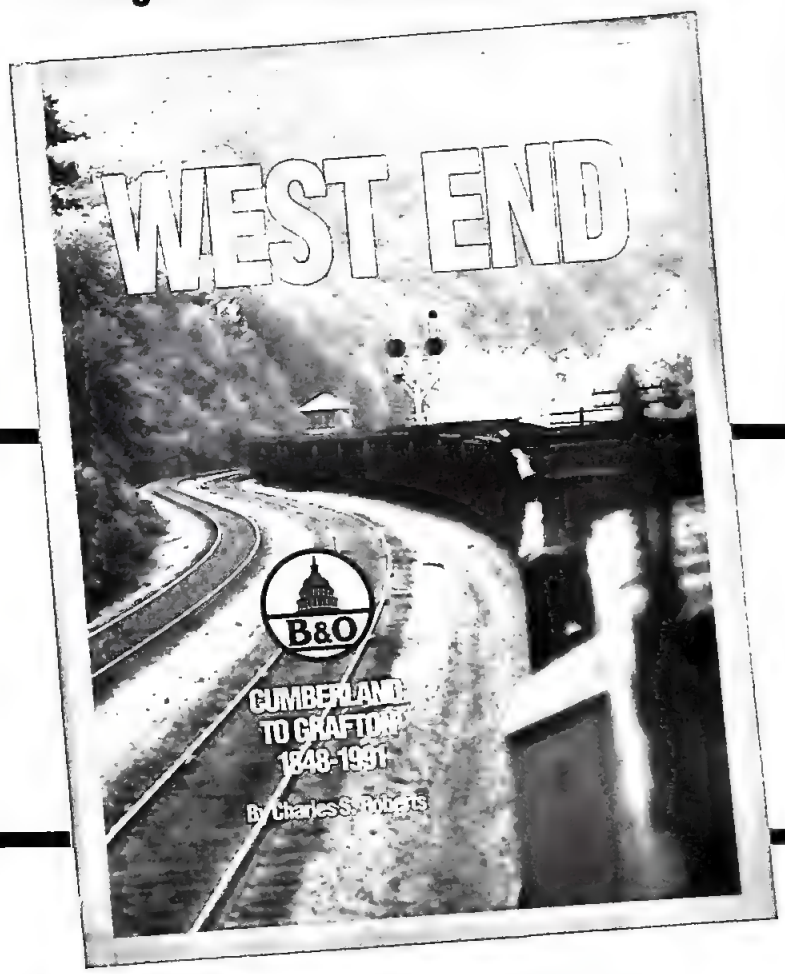

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the long Redding trestle, and then the coverage continues northward (railroad eastbound). The action is easy to follow, because as the program moves along to each significant area, a sampling of traffic is shown at that location. Appropriately placed as the variety of images appear, the narration offers plenty of interesting information such as train symbols, origins and destinations, contents, helper duties and so on.

One of the strong points of this program is the photography. The present drought conditions at Shasta Lake enabled the videographer to offer not-often-seen angles looking up at the Salt Creek Trestle from down in the dry lake bed. On into the Sacramento River Canyon itself, some fine telephoto scenes of trains passing at Sims are presented, plus various angles of SP trains negotiating the tight curves and steep grades of Cantera Loop, the sight of the recent derailment and herbicide spill. Having been in this area recently following a 4449 ferry move to Railfair '91, I wish I had known then the location of that broadside view of the SP crossing a creek with the clear view of the Castle Crags rock formation in the background.

Dunsmuir is still a railroad town, and a little time is spent looking at the locomotive servicing facilities and at how much the town really appreciates the railroad. Further north, Mount Shasta can been seen in most of the views, and I was unaware that there was still a working steam-era water crane at Black Butte. The show winds up at Grass Lake as trains are climbing a steady grade on a sweeping curve.

The motive power is all scarlet and gray (one SP "Kodachrome" did appear) and trains had anywhere from two to eight units at the head end with various combinations of mid-train and rear-end helpers. One or two trains even had a caboose.

The videography in this program is quite good. The images are varied, and nearly all of the views are lineside with some pacing. The video quality is state-of-the-art, and the entire program was shot under blue skies over several days. The narration is informative, well placed and sensitive to the action at hand, and the editing flows quite well.

Documenting today's railroading is important, and Pentrex has done a super job presenting the action on this significant main line — M.D.

We'd like you to meet...

Scott Snell

The First Place winner in this year's Cover One Photo Contest was born on December 5, 1960, in Plainfield, New Jersey, and has resided in nearby Scotch Plains for his entire life. As a member of the Jersey Central Chapter NRHS, he has known most of the R&R staff for many years and has presented impressive programs at the first two EastRAIL shows. He relates his story in his own words:

"My initial exposure to railroading began early when my parents Gloria and Harold

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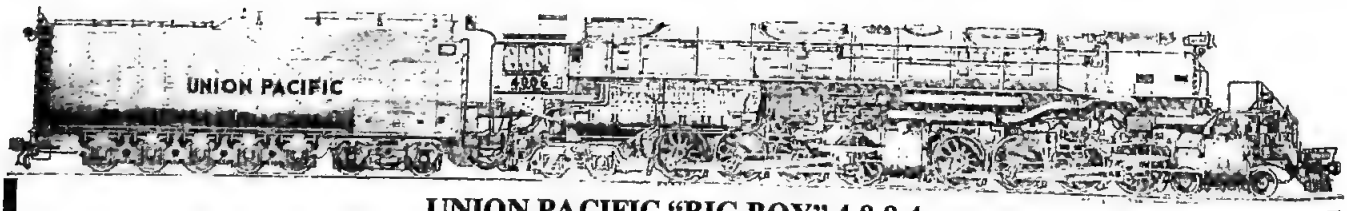

UNION PACIFIC "BIG BOY" 4-8-8-4
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Tractive Effort.....135,375 lbs.
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Road Numbers.....4000-4019
Top Speed.....80 m.p.h.

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were aboard a Reading Ramble a few months before my birth. My father is an avid tinplate collector and also has an interest in prototype railroading.

"My photography interest has the typical high school yearbook/newspaper beginnings and continued on as my major in college. I graduated from Middlesex County College

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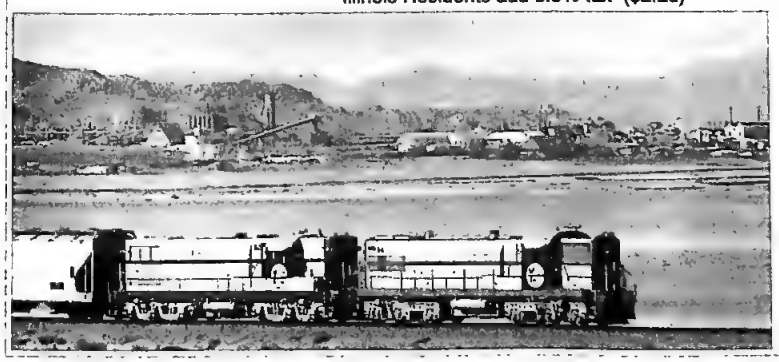

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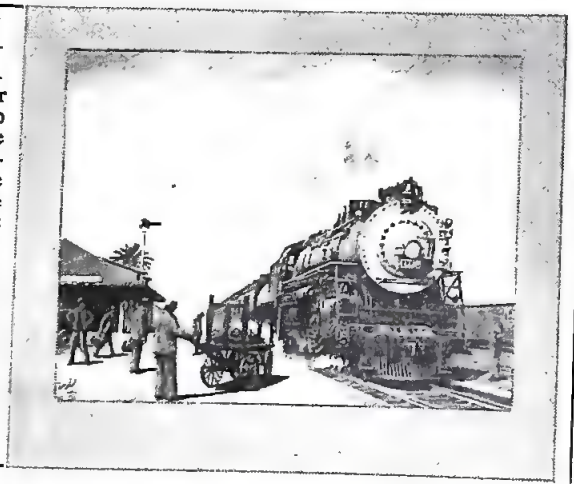

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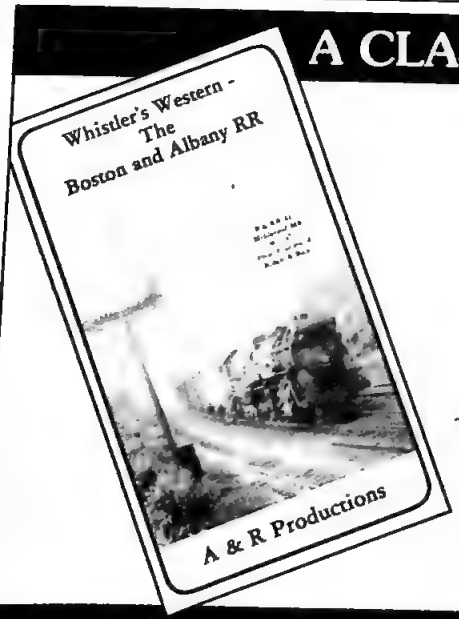

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in 1982 with an AAS in Professional Commercial Photography. Upon completion of my studies, I began working as a medical photographer for the Department of Veterans Affairs Medical Center in Lyons, N.J. Now in my ninth year with the VA, I am in charge of all photographic services at the hospital. My duties include a wide range of requests including surgical photography, photomicrography, public relations, computer graphics and more.

"My primary interest in railroading is contemporary main line action, preferably in a mountainous setting. Although I reside in the East, my heart truly belongs to the West. In 1976, I had the opportunity to ride aboard the *Rio Grande Zephyr* and was bitten by the 'Western Bug.' I have yet to find a cure! I began traveling extensively throughout the West in 1986 and have pursued rail operations in several states. Personal favorites are the BN line over Marias Pass and Rio Grande's assault on the Front Range of the Rockies. Western railroading has a flavor all its own. With the topography constantly changing and sustained periods of good weather, a photographer is only limited by his or her own vision.

"Many photographers have the opinion that living in the East limits your opportunities. I believe you have to work harder for a few choice scenes that require thought and planning, but these are the ones that count. I really don't mind coming home with one or two collection images as opposed to a bunch of yard or engine terminal shots. This has made me more aware of my end results.

"As my photography progressed, I began to realize that my philosophy on rail photography was changing. I found myself more concerned with lighting and composition than with what type of train I was shooting, figuring that with proper lighting, anything would look good. I prefer to work in early

morning and late afternoon light, each possessing its own unique qualities. My favorite type of light is backlighting, with lots of shining rails and diesel exhaust. The worst lighting scenario is the mid-day sun of summer. Nothing seems to be lit well around high-noon, so that's when my cameras sit idle and time is spent watching trains or sightseeing. Lighting is the key element in photography, and one must always be aware of what light is doing in a particular situation.

"In making the most of my light, I utilize a variety of lenses on my battle-scarred Nikon F3. I have often been criticized for shooting with a telephoto constantly, while in reality I carry eight Nikkor lenses ranging from 28mm to 300mm in focal length. This is a lot of glass to carry, but I'm really not into zooms, and I feel I am covered in any situation that arises. Kodachrome 64 Professional is my sole choice for color slides. The whites are cleaner, and there is no magenta cast that is inherent in regular off-the-rack Kodachrome 64. For a few extra pennies a roll, it's worth it.

"My interests include camping (preferably trackside), music (Anthrax to Al DiMeola) and mountain biking. My work has been published in R&R, *CTC Board, Passenger Train Journal, Railpace, Railway Age* and *Trains Illustrated.* I also want to congratulate my girlfriend Carolyn Engerud on her first published photograph, the portrait of me that appears with this write-up."

Alan Tillotson

The top two honors in this year's Cover One Contest went to New Jersey railfans. Alan Tillotson, our Second Place winner, has been an active photographer for nearly 20 years, and his photos have appeared in all of the major rail-oriented publications, three

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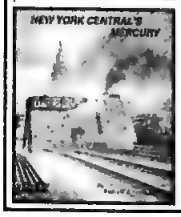

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books and in Amtrak promotional literature. Alan has been a frequent contributor to R&R, and his first feature article "The Hudson Highlands" appeared in the May 1990 issue.

Born in Camden, across the Delaware River from Philadelphia, Alan has lived in New Jersey all of his life except for a couple of childhood years when his parents moved to LaGrange, Ill. He now lives in Carstens' old home town of Ramsey, N.J., with his wife Cindy. Alan has earned a Bachelors degree in economics and a Masters degree in business from Rutgers University, and he is presently employed as a manager of trends and forecasting for a transportation concern.

Alan uses a pair of Canon A-1 35mm cameras, one equipped with a motor drive, for most of his photography, and he prefers Kodachrome film almost exclusively. He is very interested in the Northeastern rail scene and seldom has to travel too far from home for his photography. The degree of his interest in the local scene was well demonstrated in his extensive feature in the July 1988 *Trains* where he illustrated 22 of "North Jer-

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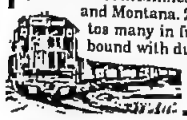

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sey's Movable Bridges." He attributes his interest in railroading to childhood trips in the early 1960s with his father on the Reading's Iron Horse Rambles.

Eric G. Nelson

The author of the article about the Simpson Timber railroad grew up in Shelton, Washington, and today practices dentistry in Wapato, Washington, between Yakima and Toppenish. His wife, Susan Nevada Barnes Nelson, relates his story:

"Eric Nelson's *modus operandi* to enjoyment is dentistry, trains, history, rock n' roll music, photography and staying active, not necessarily in that order. Essentially, those are the things Eric excels at. A newlywed of one year, the father of one daughter, Lindsey, age 14 years, and step father to Elizabeth, also age 14, admits that parenting is both exasperating and rewarding. Eric is a news junkie, which occupies much of his rest and relaxation time.

"Born on September 23, 1947, and raised in Shelton, Washington, Eric is a fourth generation Nelson to work for Simpson Timber Company. His father and grandfather, of

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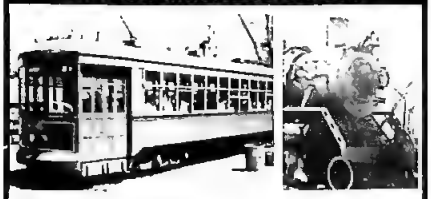

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Danish descent, were both born in railroad logging camps near Shelton. You might say that he has trains in his genes. After graduating from high school in 1965 he worked through the summer for Simpson Timber, loading boxcars with lumber: by hand. It was then that Eric decided to 'find a different line of work.' He graduated from the University of Washington School of Dentistry in 1972, did one year of training at the Hospital Residency Training Program at Palo Alto Veterans Hospital and opened private practice in Wapato, Washington, in 1975.

"Resuming his hobby of railroad modeling, which he abandoned after high school, he published the *Technical Guide and Tutorial for the Hornby Zero 1* command control system in 1988, only after spending many exhausting hours trying to make the system work. The book was a resounding success, selling in Great Britain, Australia, Canada and the U.S. He is the co-editor of *Yakima Valley Railroaders HO – MOD*, a Modular Specification of the White Pass & Yakima Railroad, as well as published author of several modeling articles in *Mainline Modeler* and *Model Railroader*.

"In 1985 he discovered that modeling was too much like the exacting duty of dentistry, subsequently taking up photography. In 1988 he established Western Rail Images, a small business oriented toward free-lance writing and photography, casting trains as the main personalities. Eric states: 'It's a

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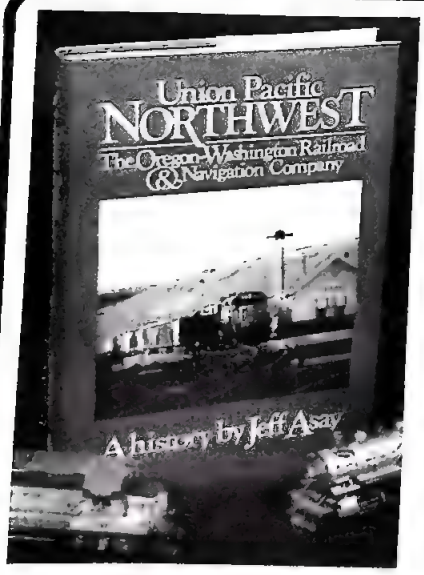

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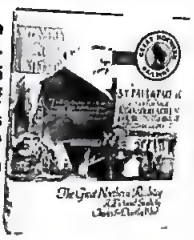

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great side line, but I would hate trying to make a living at it!'

"A charter member and elected board member of the Yakima Valley Rail & Steam Museum Association, Eric donates his time and energy to the group as chief conductor of the museum's excursions with Great Western 2-8-0 51 and editor and publisher of YVR&S's newsletter.

"When asked what was one of his most memorable moments as a railfan, he says, 'While climbing a rock out-cropping, trying to catch the best shot, my camera strap broke, and I dropped my Pentax 6×7 camera into the Columbia River'."

Don Phillips

The author of this month's feature "Southern Pacific and the Sacramento River Spill" is no stranger to the railroad press, and he tells his own story pretty well:

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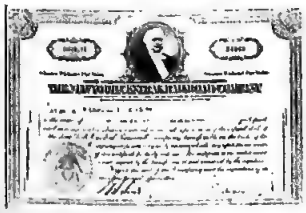

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"My mother blames herself for my railfan tendencies. When I was small in the mid- to late-1940s, maybe four or five years old, she tells me we had a regular routine some mornings. We would go to downtown Talladega, Alabama, and go from railroad to railroad looking for trains. There wasn't much else to do in Talladega. It wasn't a very exciting place, but it had three different railroads: the main line of the Atlanta, Birmingham & Coast (later Atlantic Coast Line), a branch of the Southern's Mobile Division and a branch of the Louisville & Nashville's Alabama Mineral Division. My Uncle Tom was a conductor on the AB&C, so there was railroad talk occasionally when he visited, and I was probably more familiar with railroads than most kids.

After watching all the trains we could find, we would go to the Owl Drug Company and order a big thick vanilla milkshake. I probably was the victim of a Pavlov-dog reaction. Trains equaled milkshakes.

"One of my earliest memories was being at the AB&C station waiting for my grandmother to arrive on the local from Pyriton, about 25 miles away. I had never seen a diesel, but I had seen pictures, and I kept saying, "maybe Mama would come on a big diesel." Suddenly with a blast of air horns, a four-unit set of FTs roared through town with a freight train. What excitement! But Mama's train brought disappointment. The local arrived a few minutes behind the freight with a dirty old steam engine, maybe a Pacific or a Ten-Wheeler; what a shame. I was also dumb in those days.

"As I grew up, I had no idea there were other railfans. But I ran across a copy of *Trains* Magazine and decided to subscribe. My first issue was June 1956 with "Roanoke, Alamo for Steam." I was hooked. I have spent a great deal of time and money searching the world for steam. In later years I was spoiled, however, by memories of the last of big-time U.S. steam — an Illinois Central 4-8-2 at speed, a N&W Y6 2-8-8-2 cresting Blue Ridge, an all-steam Canadian Pacific commuter rush at Montreal — no steam anywhere else in the world could have matched it.

"I was also hooked in another way by *Trains* editor David P. Morgan. Over the years, he taught me that railroads weren't just ornaments for fans. They are a business, an integral part of the economy, and any railfan who doesn't recognize that gets only a small part of the picture. I tried to get that point across during my years as the 'Potomac Pundit' (a regular column in *Trains*).

"I began covering railroads seriously in my days with United Press International, including the beginnings of Amtrak and Conrail. And now I cover transportation full time for the Washington *Post*.

"I have no idea where railroading is going from here. But so far, I have managed to make the transition from steam to diesel and from gee-whiz to serious without losing my enthusiasm. And I have discovered in later years that airlines and ships, and even trucks, have something to offer anyone who loves to watch big objects in motion.

"But there is still nothing like the rush at Cheyenne or a coal train pulling from Grafton or raising the curtain in a roomette late at night as the New York Central — er, Conrail — flows past."

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BY JIM BOYD

Pre-Envisioning

While we seldom consciously think about it, one of the skills that we acquire as railfan photographers is the ability to "pre-envision" a picture. When a locomotive, train or scene is standing still, we can approach it, study it and photograph it at our leisure, noticing the lighting, composition and relationship of details. There is no imagination or pre-envisioning required. It's right there in front of you. When a train is moving, however, you invariably have to plan a photograph around a subject that has not yet arrived on the scene. You have to pre-envision how the scene will look with the subject in it. Therein lies the skill.

In judging the Cover One Contest this year, our First and Second Place winners were determined to a large degree by the need for the photographer to pre-envision the scene. When we were down to the final dozen or so finalists, we decided to go for the two top winners, and for the sheer quality of their images and degree of impact, Scott Snell's Oakway and Alan Tillotson's FL9 were standouts. Both would make excellent covers. The FL9 would have made the more unusual cover with its high angle and impressive size, but the impact of Snell's Oakway with the "layered" lighting and stark shapes could not be denied. In the close competition, Snell's skill at pre-envisioning the photo swayed the decision. It was the far more difficult photograph, and he executed it to perfection.

When Scott arrived at the scene on Montana Rail Link, the sun was dropping low in the evening sky, and the position of the semaphore blade was the only hint of the photograph that was about to unfold. He studied the scene, shifted his position to align the anticipated locomotive against the shadow on the distant hillside and set his exposure for the nose that he knew would be in full sunlight (a light meter reading off the dark hillside would have grossly overexposed the white and blue SD60 when it showed up). Being an experienced photographer, Scott probably did all of this almost without thinking about it. Even without the train there, he knew what the final picture would look like. The strain of anticipation must have been intense, as he sweated out the arrival of the train before the light could change. When it did show up, he nailed the shutter at the perfect instant — not a matter of luck, but the result of pre-planning

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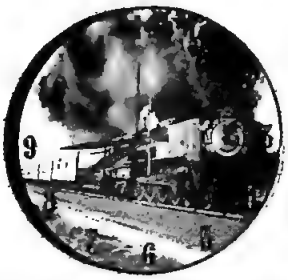

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and "spotting" where he wanted the locomotive in the final picture. It was that combination of skills that was rewarded with First Place.

Though it in no way reflects poorly on the photographer — Tillotson is also an excellent action photographer — the FL9 at Harmon was a static scene that could be studied, composed and "tweaked" in the viewfinder as it sat there. In this instance, all the photographer had to do was recognize the elements and lighting and drive the camera accordingly.

Cover One Contests aside, the simplest railfan action photography involves a degree of pre-envisioning. The typical trackside "wedge" shot of a moving train is usually composed before the train is in the scene. While an inexperienced photographer will probably think simply, "this is a nice spot," the veteran will be consciously or unconsciously scanning the elements of the photo: Where is the light coming from? How will the train look against the background? *Precisely* where do I want the front of the locomotive?

Pre-envisioning will usually result in a better photo than a mindless "point and shoot" approach. As I frame up a scene, I first look at the light. Generally, although not always, I will want direct sunlight on the subject. I look for shadows across the track that will translate into shadows across the locomotive and shift the camera position accordingly. I then pick a "spot" where I want to freeze the locomotive and mentally note it with a landmark like a rail joint, small bush or other trackside detail. I will then frame the picture and let the train run into it, snapping the shutter when the train reaches my predetermined spot.

Picking that spot also involves a study of the background. Do I want the train projected cleanly against the sky or laid against the trees, a hill or buildings? In the East it's usually trees, and I'll try to pick out an attractive "skyline" pattern or a distinctive individual tree to use for a frame at the edge of the photo. I'll also look for bothersome details that will protrude above the train or compete with the front for attention. If the train is light colored, I can work with a dark background, like summer foliage. If it is dark — or a steam engine — I will usually prefer a light background or the sky. The angle and contrast of the light is important here. Snell's Cover One shot is a classic study of lights-against-darks in selecting a background.

Pre-framing a runby photo is my favorite approach. I will study the scene, pre-envision the train in it and then align the camera accordingly. One of the advantages of this over the "follow in the viewfinder" approach is that by pre-framing you can study all of the related elements beforehand and decide where to place the train. When you follow in the viewfinder, you often encounter elements in the photo that come unexpectedly into view, and by the time you recognize them, it's usually too late to incorporate them into or eliminate them from the picture.

Also, when following in the viewfinder, it is natural to put the front of the locomotive in the middle of the viewfinder screen. This will often result in a typical "snapshot" look to the photo. A better composed photo will probably have the subject high or low or off to one side of the frame to better utilize the other elements in the picture. I noticed this in my recent photos of the runbys at the last Steamtown Photographers' Weekend, as my first shot on each runby was carefully composed with the trees framing the locomotive, the train nicely visible and the camera pointed slightly high to allow for the beautiful smoke plume. After snapping this "prime" shot, I would rapidly advance the film and zap a "grab" shot of the passing locomotive. In that second grab shot, all my careful composition was nowhere to be seen. The smokebox was in the geometric center of the frame, the smoke was cropped and the ballast filled the foreground and useless trees ahead of the locomotive were balanced by not enough train behind it. That second shot was invariably a "throw-away." A motor drive, which I do not use, would have probably eliminated the problem, as I could then concentrate on maintaining the image in the viewfinder rather than taking it down

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In keeping with the holiday spirit, the following insert is a small catalog full of holiday specials at a discount price. Times may be a little tough for some of our fellow Railfans, so we have put together some special deals in a hope to make this holiday season as merry as any other.

Once again, thank you for all of your support through the years, and have a very HAPPY HOLIDAY!

Sincerely

Bob Lambert

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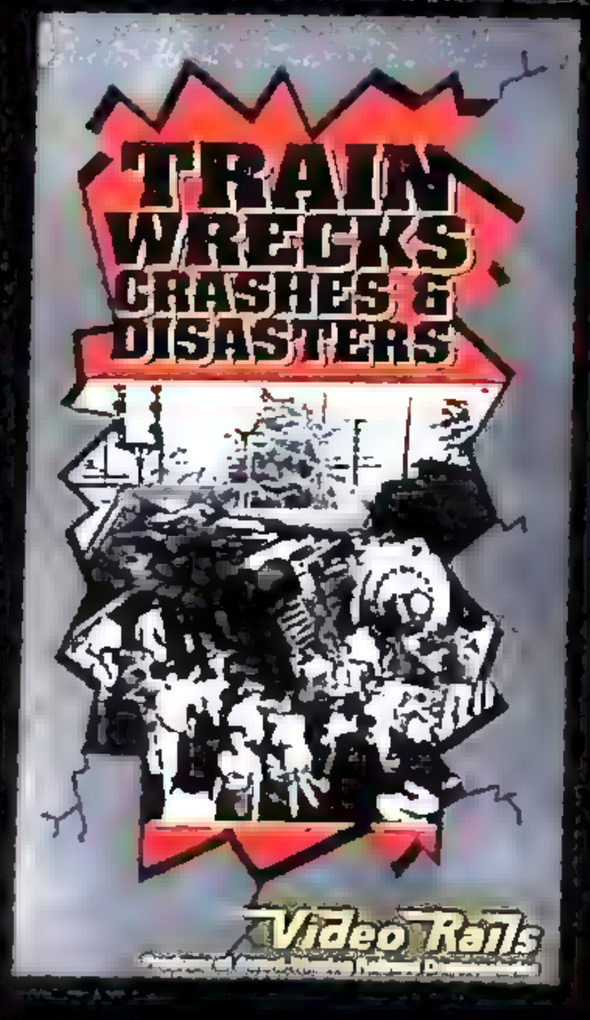

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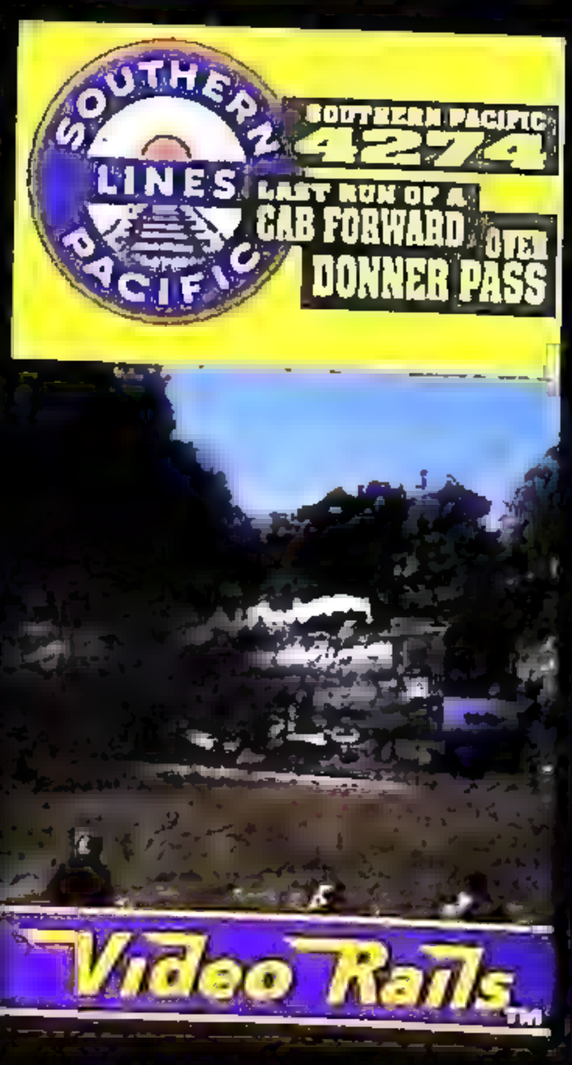

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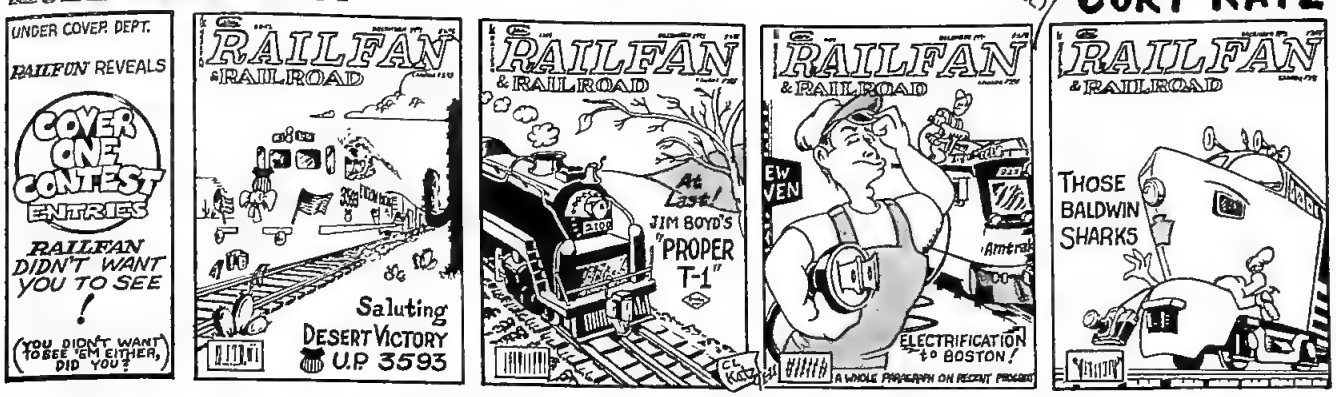
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to advance the film by hand and hurriedly reframing the quickly changing scene.

And there is, incidentally, quite a difference between photographing steam and diesel subjects. With diesels you don't *usually* have to consider a plume of smoke or other steamy variables. When framing for a steam locomotive, however, smoke and steam should be anticipated, and you will need to know whether to expect a clean stack or a billowing plume. And while wind direction is seldom a problem with diesels, it can make or break a steam shot. I recall a steam-era veteran commenting on Mike Del Vecchio's shot of UP's 3985 storming up Archer Hill last year that he was lucky to have had a southwest wind. "The usual northwest wind there would generally blow the smoke down to the sunlit side and obscure the train." And that smoke plume also casts a shadow, which on back-lighted subjects just might shadow the locomotive!

Buildings in a scene require careful thought. The classic dilemma is a depot on the far side of the tracks and a typical approaching train. Do you snap the train a bit too far away before it covers up the depot or do you get the "proper" angle on the train and let it obscure part of the building? With a set of signals, do you snap the photo before the engine "splits" the signals, as it is framed between them or after it passes and pokes out beyond them? In different circumstances, any or all of those options could make a good picture.

The key to action photography is the ability to look at a scene without the train in it and imagine what it will look like when the train gets there. A little planning, discipline and evaluation of the results will sharpen your skills as a photographer.

Incidentally, the most extreme example of pre-envisioning a photograph involves open flash night work. In most cases, the picture that you see never existed at any point in time. In real life it was a dark subject and a dimly lighted background punctuated with moments of brilliance as the various flashbulbs were set off. Only the film could capture the total image of all the combined elements of available and artificial light. But to be able to execute the shot, the photographer setting off the flash must be able to pre-envision what each flashbulb will contribute to the scene and how the overall open time will capture the existing light. If he calculates properly, the picture is a success. If he guesses wrong, it's the "cull box" for the slide.

Pre-envisioning. We all do it. Consciously thinking about it will make us better photographers.

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Transit Currents

Keokuk's Dam Trolley

I have been getting a lot of great information from David Neubauer and Don Scott about the electric railway action at Keokuk, Iowa. Neubie mentioned that it has been a long time — 33 years — since electric cars crossed the Mississippi. The last interstate run of Illinois Terminal's Granite City line with PCCs over the Mississippi River was in June 1958.

That the mighty Mississippi is being crossed once again with electric cars is news, but the fact that they are former P&W Strafford cars from the Southeastern Pennsylvania Transportation Authority makes it truly amazing news.

The action at Keokuk involves the Keokuk Junction Railroad and the Union Electric Company at Keokuk, Iowa. Union Electric is involved in a multi-million dollar rejuvenation project on its hydro plant on the Mississippi River. The workers are parking on the Illinois side, at Hamilton. The trolley service operates between 6:00 and 8:00 in the morning and between 3:00 and 5:00 in the afternoon, backing eastbound. The cars being used across the Union Electric dam are 160-series former Philadelphia & Western (and, later, Philadelphia Suburban Transportation Company and, still later, SEPTA) Strafford cars. These cars ran all their operating lives from a third rail, but for service in Keokuk they have been equipped with trolley poles. Neubie, A.D. Young and Don Scott went to Keokuk, where Rich Taylor of the Keokuk Junction Railroad gave them all a ride across the Union Electric dam under trolley wire on ex-P&W Strafford car 161 (see color photo on page 89).

According to Don, there are four Strafford cars at the dam site. Number 161 is on the dam and carries the construction workers. Numbers 163, 165 and 168 are in Hamilton at a point south of the U.S. Route 136 bridge, where they are being refurbished. The renovation includes a new low-level front door, a change necessary because the P&W is all high-level platform. So hie yourselves off to Keokuk to see real live P&W cars cross the mighty Mississippi.

Boston PCC cars are to be used by the Keokuk Junction Railroad. When the Boston PCC cars are finally put in service, they will probably be single-ended cars. They will be coupled back-to-back with a generator car in between them to provide the electricity. This service is to attract tourists and accommodate the riverboat gambling trade.

Keokuk isn't the only place where ex-P&W cars have recently found new homes. Several of the legendary Brill Bullets have been acquired by rail museums (page 89). As of September, Bullet 205 was operating at the Rockhill Trolley Museum adjacent to the East Broad Top shops in Orbisonia, Pennsylvania. There, it has joined other ex-P&W running mates work car 402 and the former *Electroliner* 803-804. In Kennebunkport, Maine, Bullets 203, 207 and 208 have also found a new safe haven at the Seashore Trolley Museum. The trio arrived in late August. The last two Bullets to operate on the P&W, 206 and 209, were still on SEPTA property as of late September, with no immediate plans for their disposition. In fact, there's talk that one of them may be brought out for one more farewell run on the P&W. Two Strafford cars remain on SEPTA as well, the 162 and 164.

Meanwhile, the prototype N-5 car delivered to SEPTA in May 1991 has finally begun testing on the ex-Philadelphia & Western Norristown High Speed Line. It was seen running on its own on August 11. Eventually, the N-5s will replace the ex-CTA and Market-Frankford cars currently serving the Norristown line. The latter cars have been in use since SEPTA retired the last of its Bullets in October 1990.

PG&E No.35 at Railfair

With big steam power dominating the show at Railfair '91 in Sacramento last May, it's perhaps understandable that a beautifully restored streetcar went unnoticed by most of the attending railfans. John Willard sent word of this, along with some photographs. He reports that Pacific Gas & Electric No.35 was running on Sacramento RTA's light rail line during Railfair. The yellow streetcar was one of the antique trolleys restored earlier in the year for regular use on the downtown loop in San Jose. It was brought to Sacramento so that the RTA could do its part to celebrate Railfair. Thanks to John Willard for the news.

New South Shore Cars

As a member of the Board of Trustees of the Northern Indiana Commuter Transportation District, I am happy to report that in less than a year from the time you read this there will be new cars on NICTD's South Shore Line. The first cars will arrive at Michigan City for testing and acceptance in August 1992, and all 17 are expected to be on the property by January 1, 1993. The new cars, seven motors and ten trailers, will add badly needed seating capacity to NICTD's overcrowded rush hour trains between

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

and Bullets Elsewhere

South Bend and Chicago.

Three of the new motor cars will replace those lost in collisions and will use some of the parts from the damaged cars. Four will be an addition to the fleet, bringing the total up to 48 motor cars. The seven motors will be virtually identical to the 44 delivered in the early 1980s and, like them, will be built by Nippon Sharyu. The seven additional cars will have three-and-two seating rather than the two-and-two seating in the initial order; this will increase the number of seats in the motor cars from 93 to 110. As with the cars delivered in the early 1980s, the new additions to the NICTD fleet will be 85 feet long, made of stainless steel, contain a wheelchair-accessible rest room and have center doors accessible only from high-level platforms in addition to the conventional end doors and steps.

The other ten cars from Nippon Sharyu will be high-capacity, non-driving trailers and, in order to maximize seating capacity, will not contain rest rooms. The center doors in the trailers will be blocked off and not used at first so that the trailers can carry 138 seated passengers in their three-and-two seating arrangement. Eventually NICTD may purchase some dual-level cars to further enlarge seating capacity in a few sets of very high capacity cars to be operated at the rush hour; at that time the center doors of the trailers will be put in use and some of the seats removed.

When NICTD bought the first batch of 44 cars, General Electric advised that, if trailers were ever purchased, there should be a ratio of two motors to each trailer. GE later revised its thinking and has advised that the ratio should be three motors to each trailer. A typical rush hour lashup on the South Shore will be three motors with a trailer. Every four-car set will have motor cars at the ends.

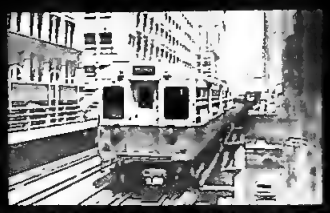
Nippon Sharyu will build the body shells, frames and some truck components in Japan. The cars will be erected in the Nippon Sharyu facility near Baltimore, where the new Maryland Rail Commuter (MARC) cars are now being assembled. The traction motors, control systems and other components will be supplied by General Electric and other U.S. manufacturers.

The new cars should be placed in service at about the same time as South Shore Line trains begin operating into the new South Bend terminal at the Michiana Regional Airport. The trustees authorized NICTD management to proceed with the traffic engineering work needed to protect the grade crossings from the present main line and along Bendix Drive into the airport property. The Airport Commission may not have quite finished its work of remodeling the ter-

J.J. WILLARD

GLEAMING YELLOW PG&E trolley 35, seen in Sacramento on May 7, 1991, was run on the city's RTA line as part of Railfair '91. It's among the restored streetcars in daily use in San Jose.

OVERHEAD AND UNDERGROUND:
A GUIDE TO
CHICAGO'S RAPID TRANSIT



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minal to create a trainshed for the South Shore Line trains within the airport building, and a temporary terminal may be used for several months. There will be two stub tracks in the terminal, each capable of holding eight cars, and an island platform.

NICTD must proceed slowly with its capital improvements because it relies upon fares and state and federal funds for its work; NICTD has no local taxing authority. Cash flow appears sufficient to see new stations constructed in Hammond and East Chicago by 1994; these facilities will have high-level platforms to speed boarding and improve safety. Eventually high-level platforms will be installed at Dune Park in Porter County, where the NICTD main offices are located. For Michigan City station improvements, it is obviously not possible to put high-level platforms in the middle of the street for the station at 11th and Franklin streets. The Shops station will be the eventual site of the high-level platforms as well as expanded and improved parking.

Local funding is the key to both more rapid and more extensive fixed guideway transit in northwest Indiana. There was a serious attempt made in the 1991 Indiana General Assembly for an infrastructure tax in Lake and Porter counties. Unfortunately, it was not passed. Had there been sufficient local tax support, NICTD would have begun to move to presently operate trains in the corridor between Chicago and Valparaiso served by Amtrak until May 1991. NICTD has sufficient funds at this time only for South Shore Line service. How much commuter rail service can northwest Indiana afford, and how much does it *want* to afford? These are questions that will have to be answered in due time. If there is enough money forthcoming, NICTD will probably operate rail service in the Valparaiso corridor, possibly using the Grand Trunk, and in the West Lake Corridor using the Monon right-of-way.

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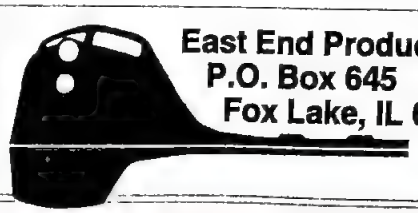

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Ted Wurm wrote with information about the plight of the **SAN FRANCISCO** Municipal Railway, which is unable to operate the new portion of its J-Church line because of a lack of equipment. He suggested the MUNI could borrow cars from somewhere else. The Market Street Railway Company has showed interest in operating some of its vintage cars on the new trackage. He also sent pictures of an original, honest-to-goodness 1914 Sacramento trolley operating in that city. The car is on loan from Santa Clara County, where its regular operating venue is San Jose. The historic car runs between the light rail stations at Cathedral Square, Eleventh and K streets, and Thirteenth and R streets from 9:40 a.m. to 4:40 p.m. weekdays and from 10:40 a.m. to 6:40 p.m. on weekends.

Michigan state Senator John Kelly has a plan for the renovation of **DETROIT**'s historic Tiger Stadium, where the Detroit Tigers practice the art of baseball. What is interesting is that Kelly's proposal also includes a new light rail streetcar service between downtown and the Mexican Town area. The line would run by Tiger Stadium on Michigan Street and operate from the peoplemover station at Cass to the now empty Michigan Central train depot. Thanks to Roger F. Robertson for the news.

Turning a buck in transit is always a nice idea. The **MASSACHUSETTS BAY** Transportation Authority has entered a lease agreement with US Sprint, the telecommunications company. Sprint will lease about 37 miles of commuter rail right-of-way in which to install fiber optics communication systems for US Sprint, the MBTA and others. For the past five years, Sprint has leased right-of-way on the Riverside portion of the Green Line light rail operation.

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RAILROAD AVENUE ENTERPRISES

SP 4449 and SP&S 700 The unfortunate chemical spill on the Southern Pacific at Cantara Loop near Dunsmuir, California, caused an unexpected bonus for Western railfans. SP made a last-minute decision to bring *Daylight* 4-8-4 4449 to northern California for a series of public and media specials running Redding-Dunsmuir-Mount Shasta and return. This forced the 4449 crew, which already had the engine on display at the Oregon State Fair in Salem, to rush back to Portland and pick up the full *Daylight* train set before heading south on August 28.

On August 31, the 4449 led a train of politicians and the press up the Sacramento River to Dunsmuir, where passenger had over an hour to see the area. Then, the train was taken up the 2.2% grade, past Cantara Loop, to Mount Shasta City, where riders had another 1½-hour layover at the base of 14,160-foot Mount Shasta while the train continued on to Black Butte Wye to be turned. Once the passengers were unloaded back at Redding, the 4449 had to deadhead its train 46.5 miles to Tehama for turning. The same itinerary was used for public trips on September 1 and 2, which, despite the price of $100 per ticket, were sold out. The 4449 pulled ten cars plus the water canteen up the 1% grade in the Sacramento River Canyon unassisted, but on the 2.2% between Dunsmuir and Black Butte, freshly-painted GP40R 7116 was coupled on as helper. The entire operation was underwritten by the SP, with proceeds from ticket sales turned over to local communities where tourist income has been drastically reduced by the bad publicity created by the spill. (For more on SP's Dunsmuir specials see Don Phillips' feature on page 76.)

Perhaps a greater surprise than the 4449 trips into northern California was the last-minute use of Spokane, Portland & Seattle 4-8-4 700 to fill in for the 4449 at the Oregon State Fair in Salem. The 4449 crew and the SP quickly made a request for the 700 to run down from Portland to fulfill the State Fair's desire for a steam train display. On August 27, several lucky railfans were able to get rare photographs of the two engines together side-by-side at Salem as the 700 was arriving just prior to the 4449's departure for Portland and California — HAL LEWIS.

CONTINENTAL GRAIN Two Alco HH660 high-hood switchers from Relco are being leased by Continental Grain to serve two separate elevators that are located only 20 miles from each other in Ohio. The consecutively-built, 51-year-old locomotives are RE-601 (ex-Milwaukee Road 981, frame No.69256) and RE-607 (ex-Milwaukee 980, frame No.69255), both built in April 1940. They're painted in standard Relco yellow with black frame and trucks. The only markings are the engine numbers, which are in black on the 601 and white on the 607 (page 98). RE-601 works at Continental Grain's Troy, Ohio, elevator (about 20 miles north of Dayton) usually two days per week, connecting with CSX. Due west of Troy is CG's smaller elevator in the community of Arcanum, where RE-607 works only twice a month, also connecting with CSX. Rail service to Arcanum may be in jeopardy as CSX no longer wants to use the line. Both of the units are presently in excellent running order — MARK D. COMSTOCK.

GRAND CANYON RAILWAY Big changes are coming to the diesel end of the Grand Canyon Railway's locomotive fleet. During the winter of 1990-91, ex-Santa Fe GP7 2072 was repainted in the classic AT&SF black & white zebra stripe scheme with GRAND CANYON lettering on the long hood (page 4). Throughout the year, the 2072 has been used several times to assist the regular ex-LS&I 2-8-0s when increased ridership forced the operation of longer trains. With the black Geep coupled behind the steam engine, it was as if the GCRy had turned back the calendar to late 1940s and early '50s, when steam helpers led diesel-powered trains on the Santa Fe.

Black paint and all, the 2072 was sold to Southwestern Railway of Shattuck, Oklahoma, in early September. As of late September, Grand Canyon Railway's other GP7, 2134 (still in AT&SF blue & yellow but with large GRAND CANYON lettering), was still up for sale. The GCRy's sudden, unexpected sale of the two Geeps is making way for new diesel power in the form of ex-VIA FPA4 6773, which was supposed to arrive by early October. With its operable steam generator, the FPA4 will provide warmth for the railroad's steam-heated coaches during the cooler months and added horsepower on the 3% grades whenever needed. A paint scheme to match the cars (coach green sides, black roof and running gear, gold lettering and trim) is planned for the FPA4.

In the steam department, GCRy 2-8-0s 18 and 29 are scheduled for major servicing this winter before resuming service in 1992. The long-awaited rebuilding of ex-CB&Q 2-8-2 4960 has been pushed back to begin during summer 1992, with plans for it to be ready for service sometime in 1993.

SP 4-6-2 2472 Although it made its first post-restoration moves as part of Railfair '91 in Sacramento last May, SP Pacific 2472 made its official inaugural run on September 14, leading a CalTrain F40PH, eight bilevel commuter cars and two private cars on a round trip from San Francisco south to Santa Clara. The trip was a reported success with more than 500 riders. Complete with photo runbys and dedication ceremonies, the so-called "Great Event" also gave the engine's overseers a chance to publicize their new name, Golden Gate Railroad Museum (previously Project 2472). Restoration of the museum's ex-SP Harriman cars continues, and it's expected the 4-6-2 will power at least a couple of trips before next summer. Plans are also in the making for 2472 to participate in the NRHS National Convention in San Jose during July 22-26, 1992.

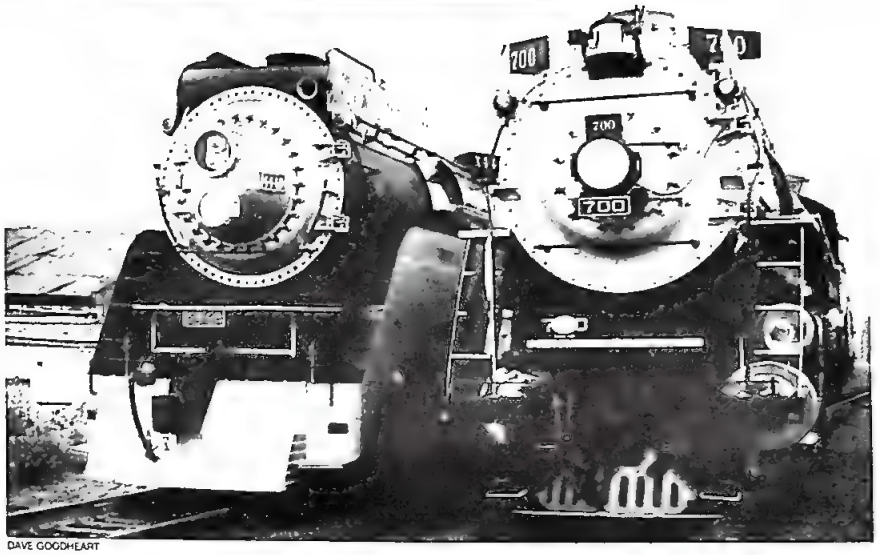
RP39-2C VO5 Morrison-Knudsen's plant in Mountain Top, Pennsylvania, has begun releasing the first of ten RP39-2Cs being rebuilt from ex-CSX GP40s for the Northern Virginia Transportation Commission (August 1991 RAILNEWS). RP39-2C VO5 was seen awaiting shipment from M-K in September (page 4). Equipped with turbocharged twelve-cylinder prime movers and HEP generators, the units will be used in the new Virginia Railway Express commuter service out of Washington, D.C., serving Fredericksburg (via the RF&P) and Manassas (via the Southern). With startup delayed until at least spring of 1992 because of late production of the VRE cars, the RP39-2Cs may initially be leased to Amtrak on a short-term basis.

SIERRA's NEW DIESELS During late August 1991, tourist train operator Sierra Railway took delivery of ex-U.S. Army Alco MRS1s 65-00-613 and 65-00-546. These Alco diesels were built between March and October 1953 (during the Korean war period) as part of an 83-unit order for the Army. Built at a cost of $500,000 each, they came equipped with adjustable gauge trucks for possible use on foreign railways. Never used for their original purpose, most of the MRS1s were assigned to military bases around the country. The two acquired by Sierra Railway were previously being used at the Concord Naval Weapons Station in Concord, California. Upon delivery to the Sierra Railway, the units were still wearing their standard-issue Navy locomotive yellow but had their Navy markings spray painted out and SRYC and JAMESTOW stenciled on. Both MRS1s are in operating condition and will be used as backup power when Sierra Railway's regular steam power is unavailable for excursions. Sierra Rail*way* is a state-governed tourist business running on trackage owned by freight hauler Sierra Rail *road*.

Sierra Railroad freight is still handled out of Oakdale with runs to Chinese and/or Standard about twice a week on an as-needed basis when the mills have cars to move. Of the three Baldwin S12s, only the 42 is presently in service, as the 44 derailed at Jamestown with sharp flanges and has been stored there pending wheel work. The 40 has been semi-retired and cannibalized for parts since December of 1987. There is some speculation that the new Railway Alcos may be borrowed for Railroad freight service if the Baldwins are pulled in for much-needed maintenance — JOE BUNIK.

ATLANTIC COAST LINE E3 501 Labor Day 1991 began nine weekends of "commuter" trains on the Wisconsin & Calumet regional line in southern Wisconsin. The trips ran between Milton Junction and Madison, roughly 35 miles, and they were dubbed "Harvest Specials" to promote fall happenings in Madison.

A power shortage on the WICT resulted in Glenn Monhart pulling ACL E3 501 out of the Janesville roundhouse for service.



DAVE GOODHEART

SP 4449 and SP&S 700 posed together side-by-side for a moment at Salem, Oregon, on August 27, 1991. The two engines are normally stored near each other in the Southern Pacific Brooklyn Yard roundhouse in Portland, but this meeting of the 4-8-4s out on the road was a rare treat for steam fans. The moment came about when the 4449, which was already on display at Salem as part of the Oregon State Fair, received sudden orders to power a series of SP company specials over the Labor Day weekend between Redding and Mount Shasta City, California, the area affected by SP's much publicized July 14 derailment and chemical spill. In order to maintain a steam train display at the Oregon Fair, a request was made to have SP&S 4-8-4 700 brought down from Portland to fill in during the 4449's absense. Some lucky photographers got their side-by-side photos of both engines as the 700 was arriving the fairground site in Salem on August 27 just prior to 4449's departure.

YVONNE SAVIO

SP 4-6-2 2472 made its offical inaugural run on September 14, leading a CalTrain F40PH, eight bilevel commuter cars and two private cars on a round trip from San Francisco south to Santa Clara. Against the backdrop of San Francisco's skycrapers, she's seen departing with more than 500 passengers. The Golden Gate Railroad Museum is hoping for several other trips with 2472 in coming months, including the 1992 NRHS convention in San Jose.

JOE BUNK

SIERRA's NEW DIESELS are ex-U.S. Army Alco MRS1s 65-00-613 and 65-00-546. The 613 is seen here (**right**) after its delivery to the Sierra Railway in late August. The units are owned by the tourist operator and not the common carrier Sierra Railroad. Built during the Korean War, the two spent their careers assigned to U.S. military bases (most recently Concord Naval Weapons Station in California) and still wear standard-issue yellow paint.

The FRA "blue card" showed that the vintage cab-unit had last seen service out of Erwin, Tenn., during November 1984. A 90-day inspection and a few electrical repairs got the unit back in service, but it took a buffing machine, buffing compound, Turtle Wax and 60 man-hours of work to bring back the rich ACL purple which had oxidized over the years.

Normally, with WICT's leased IC *Panama Limited*-painted F7s 106 and 901, FP7 96A and BL2 52, there is usually enough power for these trains. But in addition to the Harvest Specials, there was the usual Saturday dinner train out of Fox Lake and extra passenger trains between Stoughton and Janesville to coincide with Edgerton's "Chili Taste and Cook Off." The excursions were usually run with a locomotive at each end, and on busy days the passenger trains had to be issued track warrants for meets in sidings, etc., nearly recreating the days of streamlined passenger service. The E3 should see limited use on the Harvest Specials until the end of October 1991.

NYS&W STEAM UPDATE After recovering from the shock of learning that their brand new Chinese-built steam locomotive sank in the Bay of Bengal in June (see October '91 RAILNEWS and November '91 RAILFUN), the New York, Susquehanna & Western has decided to purchase another SY-Class 2-8-2 from the Tang Shan Locomotive & Rolling Stock Works. As of press time NYS&W president Walter Rich and his management team were negotiating with the insurance carrier for a settlement. If all goes well and the

claim is settled quickly, possibly the new NYS&W Mikado can be built alongside one recently ordered by the Western Maryland Scenic Railroad in Cumberland, Maryland. If the two are built together, one American inspection team can take care of both locomotives at a reduced cost per unit (who says "unit" can't refer to steam locomotives). And if both locomotives are shipped together, a much larger ship will be required. Stay tuned.

TANKS FOR THE MEMORIES With all of the increased rail traffic do to the Gulf War, it seems only inevitable that Union Pacific's "Desert Victory" SD40-2 3593, painted in desert camouflage and wearing the names of the 66 UP employees called to active military duty (June '91 R&R), would eventually haul military hardware from the Gulf. And it did during September 1991 returning primarily tanks and armoured equipment to Fort Riley, Kansas, from the Persian Gulf. UP moved over 10,000 carloads of military hardware in connection with with war.

"Desert Victory" was scheduled to pull the annual "River City Round-Up" excursion from North Platte to Omaha, Nebraska, on September 24. After the trip and a day of display, the 3593 was sent to the Jenks Shop at North Little Rock, Arkansas, to be repainted back into standard UP Armour yellow.

SISSETON MILBANK RAILROAD'S During the weekend of August 10 and 11, 1991, the Sisseton Milbank Railroad in South Dakota operated "Whetstone Valley Express" excursions between Corona and the BN/Soo Line interchange at Milbank. The 20-mile round trips were powered by SMRR's SW1200 627, and the occasion was the town of Milbank's "7th annual Trainfest." The consist included two coaches and an operating RPO car which handed out cancellations that weekend.

The Sisseton Milbank operates 38 miles of former-Milwaukee Road branch line between its namesake towns in northeastern South Dakota. Owned by local interests and shippers, the line was operated under contract since 1987 by the Sisseton Southern (see February '89 R&R) with GE 70-ton locomotives. Sisseton Milbank started operations during July of 1989, and the company was formed by the line's owners who wanted to operate their own line. The SW1200 is presently SMRR's sole motive power.

THE LAST CREW CHANGE Chillicothe, Illinois, and Marceline, Missouri, were phased out as crew change points for Santa Fe at 8:01 a.m. on August 26, 1991. Among the last trains to change crews at Chillicothe on the previous day was priority intermodal QNYLA (page 4). Santa Fe says that competition from trucks and the Southern Pacific Railroad for traffic into and out of Chicago forced Santa Fe to cut costs and tighten schedules on its main line out of the Windy City. The only remaining crew change location on the 450-mile stretch between Chicago and Kansas City is at Fort Madison, Iowa, roughly the halfway point. According to Santa Fe, crews average five to eight hours of service on their runs either side of Fort Madison. Amtrak continues to stop at Chillicothe, but freight trains now sail through at 70 m.p.h.

IN ESSEX, CONNECTICUT In June 1991, the Railroad Museum of New England at Essex, Connecticut, completed restoration of Fruit Growers Express ice-bunker reefer 36026 (page 89). Noteworthy about this restoration is that it was done during spare time and lunch hours simultaneously with ongoing and higher profile restorations, like RMNE's New Haven FA1 0401 whose overhaul has turned into a complete remanufacturing of the vintage cab unit (see April '91 MARKERS).

Begun in mid-1988, some of the wood replacement included special threshold and door sill timbers on both sides, various side and door sheathing and reconstruction of the four ice hatches. Heavy steel work included straightening, repairing and reinforcing the "B" end sill. The car retains its vertical "stem wheel" brake. Oil-based paint was used, and lettering patterns were obtained from the California State Railroad Museum. The lettering was laid out by member Al Pomeroy with a computer-aided drafting set-up and applied by him and Hal Reiser.

FGEX 36026 was built in 1928 and rebuilt in the late 1940s with a steel roof. Since 1969 it had been in Hartford, Conn., where it was used for emergency storage of perishables when reefer trailers broke down. The Museum purchased it from Conrail in 1986 — HOWARD PINCUS.

MONTANA RAIL LINK "SD19-1" 651 emerged from the ex-Northern Pacific shops in Livingston, Montana, in April and has been seen in service ever since (page 4). Rebuilt from MRL's ex-EJ&E SD9 609 by MRL personnel at the railroad's running repair shops (*not* by the adjacent Livingston Rebuild Center), the unit features a chopped nose, new dynamic brakes and air filters and boasts 2200 h.p. It is also part of MRL's program to rebuild certain engine groups with new Dash-2 electrical gear and wheel slip control as well as refit them with new control stands, cushioned high-back seats and other "clean cab" appliances. Additional SD9s are expected to undergo the same conversion into SD19-1s as the 651, and Dash-2 upgrading is also being done on MRL's SD40s (becoming SD40-2XRs) and SD45s (becoming SD45-2XRs).

A similar conversion has been applied to at least one four-axle unit as well. MRL GP19-1 151 (ex-BN GP9 1744, nee-NP 306) was released from Livingston Rebuild Center during the summer. It received basically the same upgrading as the 651 but also required some minor enlargement of the cab and long hood to accommodate its new electrical hardware.

MAINE COAST RAILROAD A new locomotive has arrived on the Maine Coast Railroad, Alco RS11 367, named the *City of Rockland*. Painted in a yellow & green "reverse" version of the Central Vermont paint scheme (page 4), the veteran Alco had been built as Norfolk & Western 367. Central Vermont bought the unit and assigned number 3609. It was sold in 1988 to the Winchester & Western Railroad - Virginia Division. In 1990 the Maine Coast arranged to lease the unit, and the painting and repairs were done at the W&W New Jersey Division shops at Bridgeton. The 367 required a new prime mover, and at the request of the Maine Coast, ditch lights and a snowplow were installed.

The first official "revenue" run of RS11 367 was to doublehead with Maine Coast Alco S1 958 on September 12, 1991, to haul a 443-ton loaded Schnabel car to the Maine Yankee atomic power plant in Wiscasset. The actual load was a generator manufactured by Asea Brown Boveri in Stoney Point, Indiana.

The Maine Coast operates the former Maine Central Rockland Branch along the rocky coast of Maine from Brunswick east to Rockland, roughly 52 miles. Operations began on October 31, 1990, and the all-Alco locomotive roster consists of the RS11 and S1, the latter newly repainted in a Maine Central-inspired green and orange livery — MIKE LUCZKIEWICZ and GEORGE MELVIN.

KYLE RAILROAD The new paint on GP28 1829 (page 98) is the look of things to come on the 800-mile Kyle Railroad, operators of 440 miles of former-Rock Island main and branch lines between the headquarters at Phillipsburg, Kansas, and Limon, Colorado, plus nearly 400 miles of recently-leased nearby Union Pacific trackage. Plans are to apply the new gray & blue livery to Kyle Railroad's roughly 30 locomotives. The new scheme is based on that of Kyle-subsidiary Natchez Trace Railroad in Mississippi and has also appeared on Alabama & Eastern units.

On a sad note, Willis B. Kyle died on September 2, 1991, at age 77. Willis Kyle was a pioneer at building short lines from cast-off segments of larger systems, leading the way to today's spin-off short line boom. An ardent but taciturn railfan, he entered the industry almost accidentally after selling a successful steel fabrication business in 1956, then submitting a bid on the eight-mile Yreka Western in northern California which was being auctioned at the same San Francisco bank. The bid was initially refused, but Kyle was later informed that he was the only bidder, thus launching a short line career.

Kyle was a shrewd businessman. He built up the traffic on Yreka Western to prosperous levels, and in the next 30 years he acquired or operated more than a dozen railroads through creative financing arrangements, leases and operating contracts. The flagship road is the 800-mile Kyle Railroad, and other lines owned

GEORGE MELVIN

MAINE COAST RAILROAD Alco S1 958 and RS11 367 were on the move just east of Brunswick, Maine, on September 9 with an oversize load. The Schnabel car they were pulling was carrying a generator destined for the Maine Yankee atomic power plant in Wiscasset. This was the first "official" revenue move for the 367 (originally N&W 367, later Central Vermont 3609), which is being leased from the New Jersey Division of short line Winchester & Western. Prior to leasing, a new prime mover, ditch lights and snowplow were installed by the W&W at the request of the Maine Coast.

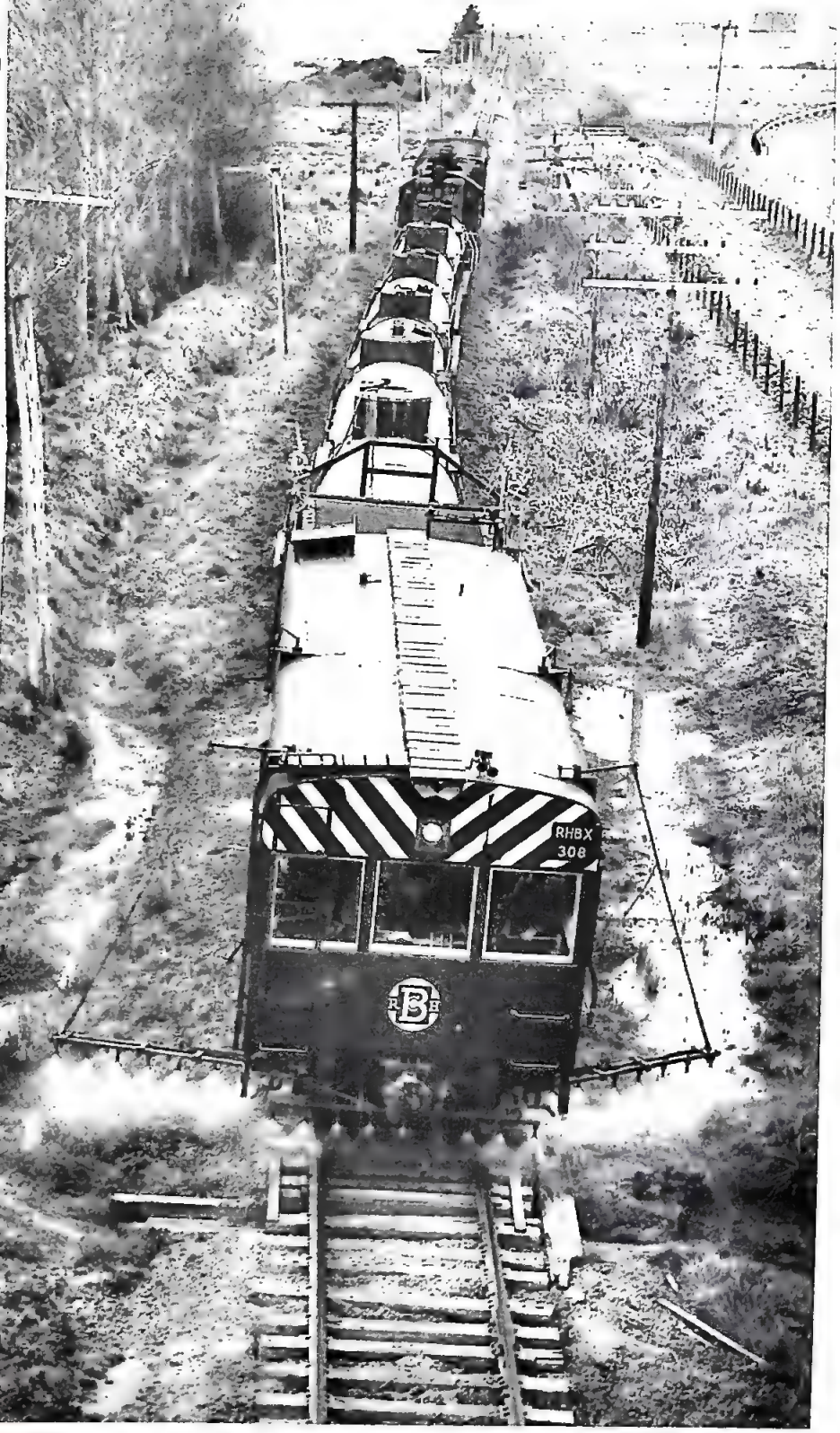
UNION PACIFIC PHOTO GEORGE COCKLE

TANKS FOR THE MEMORIES "Desert Victory" 3593, was approaching Salina, Kansas, on July 13, 1991, with its first military train. Trailed by B30-7s 203 and 215, symbol SHOFR (Special-HOuston-to-Fort Riley) brought home to Fort Riley, Kansas, the first elements of the U.S. Army's "Big Red One" Division from the Persian Gulf. In all, UP handled more than 10,000 military carloads related to the Gulf War. On September 24 and 25 the 3593 pulled UP's 10th Annual "River City Round-Up" excursion from North Platte to Omaha, Nebraska. Making five stops and carrying over 1100 school kids on portions of the route, it was the camouflaged unit's last official run. Once at Omaha, the 3593 was dispatched to UP's Jenks Shops in North Little Rock, Arkansas, to be returned to the standard Armour yellow livery. The only other diesel-hauled "Round-Up" trip was in 1984 when UP E9 951 filled in for 4-8-4 8444 during the World's Fair.

or operated under contract include the San Francisco Belt Railway, South Central Tennessee Railroad, the Alabama & Eastern and the Natchez Trace. Kyle at one time operated the San Diego & Arizona Eastern; the Oregon, Pacific & Eastern; the St. Mary's River Railroad and others. Kyle subsidiaries also operate steam roads, like the California Western "Skunk" tourist line and the narrow gauge Cumbres & Toltec Scenic Railroad and Lahaina, Kanaapali & Pacific in Hawaii, the latter hauls 250,000 riders annually.

In 1987 *Modern Railroads* honored Kyle with its "Man of the Year" award, recognizing his accomplishments in the short line and regional railroad business. Each railroad is operated as a subsidiary of Kyle Railways, including the Kyle Railroad, and there should be little change in day-to-day operations — VICTOR B. RYERSON.

Hired



THE NORTHWESTERN PACIFIC was getting a weed treatment near Eureka, Cal., from R.H. Bogle's RHBX 308, a former Milwaukee Road car, on a cold March 3, 1964.

by Steve Patterson

Working a weed-spray train in the early 1960s was the perfect summer job for a college-age railfan

In the listless days of high school summers, did you hang around your local train station, hoping for a job there someday? I did, probably too much. In an effort to get me and my bike out of the doorway and perhaps off the property, Clinchfield Railroad's local assistant trainmaster finally suggested I inquire about a summer job with the weed sprayer, which came through Kingsport, Tennessee, each June. It seemed like a good idea to me, so I started hunting names and addresses of contractors engaged in railroad weed spraying.

By the time I had found my new employer, another summer had passed, and over a year of college was behind me. It was late 1960, and I was well into my sophomore year at East Tennessee State University (whose campus was nestled next to both the Clinchfield and Southern at Johnson City). The Clinchfield still had no job for me.

It was all set that as soon as I could be free for the summer of 1961, I'd start traveling with the R.H. Bogle Company of Alexandria, Virginia. The company contracted with various railroads for the chemical treatment of their rights of way for vegetation control.

I was getting anxious, and the company knew it. They said they could use me sooner if I could get away, so I declined to enroll for the spring semester at school. In early April, I hopped a Viscount propjet for Pittsburgh, Pa., for my first assignment. We were to treat the entire Pittsburgh & Lake Erie, from Connellsville and Brownsville to Sharon and Youngstown. It was cold, there were no weeds, and I had second thoughts about whether this was going to be much fun tooling down tracks in an open-air converted boxcar!

The Pittsburgh & Lake Erie

One of my first jobs at P&LE's McKees Rocks yard, where the Bogle company's work equipment had been sent, was to go down inside the empty tank cars and scoop out the accumulation of loose rust scales. Good thing I was a slender fellow; another one of the company's new hires, Melvin, from Danville, Va., was rather rotund. He couldn't get out of his tank car! All of our crew clambered to the dome of his tank car to answer his cries for help. It was decided Melvin would have to strip naked, apply grease all over and tie a rope around himself, and we'd have to pull him out. After much straining, we finally and literally popped Melvin out. He was upset and crying. I was begin-

Killer!

ning to wonder what I'd gotten myself into.

We stayed at a motel on the northwest side of the city, on a bluff above the Ohio River and the Pennsy's *main line*. This ol' boy from Tennessee was impressed with all the non-stop action. The new hires, Melvin and I, had to share a room. We both spoke our Southern vernacular, so there was no problem for us communicating in what we perceived as Yankee land.

The tank car bruises and cuts healed, and they were soon forgotten. Melvin amused the rest of us by singing gospel hymns and country songs in his thick Virginia dialect as we'd roll down the P&LE's heavy duty tracks. We kept the windows installed in the front of the old boxcar to cut down on the wintry Pennsylvania wind (sometimes laced with snow, sometimes with rain), and whenever the work train stopped, we'd find ourselves gathered in the back of the car around the main pump for warmth.

Not only was I in territory new to me, I also learned about the different types of chemical applications for vegetation control. We were applying a soil sterilant type of killer that needs rain (moisture) to carry it into the soil which in turn keeps vegetation from growing in

BEHIND THE MOTEL northwest of Pittsburgh where the spray train crew was staying while working on the P&LE in April 1961 was the four-track PRR main line along the Ohio River, where an A-B-A Alco set had the tonnage rolling. A similar set from EMD had a B&O eastbound meeting the spray train (**below**) on the P&LE main.

PHOTOGRAPHY: STEVE PATTERSON

COTTON BELT FT 913 was hit in the side by a truck at a highway crossing near Bakersfield, Mo., on June 7, 1961, and knocked off the track. "If you have to turn over a locomotive, do it in a soft and muddy irrigation ditch for a gentle emergency stop," observed Patterson, who was riding the 913. The eight-car spray train and wooden SSW caboose also wound up in the ditch. This spill didn't make headlines.

the first place. Hence, we were in those river bottoms at that time of the year. So new to the job was I that I hadn't yet tumbled to the fact I should be photographing those P&LE commuter trains, not to mention the *Steel King* and all those B&O freights which had trackage rights on the P&LE.

Our stay on John Barriger's showcase was soon over, and our next assignment was back south of the Mason-Dixon Line on the L&N. I started photographing some of the railroad action I was observing from my perfect 50-yard line traveling box seat. No railfan could have had a better up-front seat than mine being shoved down main lines all across America at 18 m.p.h. When the summer of 1961 ended and it was time to return to school, I had been introduced to more big time main line railroading than I had ever dreamed existed outside my Appalachian hills.

The Cotton Belt

In more ways than one, I was particularly and literally struck with the Cotton Belt, because I didn't know freight trains could run so fast. Like so many railfans, I hadn't paid much attention to the St. Louis Southwestern because, like Australia, everyone knew where it was, but nobody went there.

On that first visit to the Cotton Belt in 1961 we covered every mile of track to the end of every branch line. There wasn't any part of the SSW I hadn't seen. On June 7, we sprayed the branch line in Missouri's bootheel country from Malden to the Mississippi River at Caruthersville; after finishing, we were on our way back to Malden to tie up. Our power that day was FT unit 913, perhaps an ominous number. (I am *not* a superstitious person whatsoever, but even the digits 913 add up to 13!) About 23 miles from Malden, where the branch line crossed State Highway 84, a truck tractor (without a trailer) attempted to beat us to the grade crossing. The branch was 30 m.p.h. trackage, we were moving at 28, and I was riding the old FT cab on the way back to Malden. It was a tie at the crossing. The truck driver lost, and I incurred my first train wreck. The tractor struck the center of the old FT, which was knocked off the rails and turned over. It and the following eight cars of the work train piled up in an irrigation ditch which ran parallel to the highway. Over 7000 gallons of calcium chloride from an overturned and ruptured tank car went down the canal. There was concern from farmers downstream, but certainly not the emotional and environmental clamor like the 1991 incident of herbicide spilling into the Sacramento River from the SP derailment at Cantara Loop.

The caboose was the second car behind the engine, and inside it alone was the conductor. He was critically injured, and lived in a coma for two years before he died. There was an official ICC investigation later at division headquarters Illmo, Mo., and since I had given depositions already, I was not called to testify. ICC Railroad Accident Investigation Report No. 3917 resulted, and SP locomotive historian Joe Strapac scratched off another warrior from the roster. The 913 went directly to EMD for trade-in on a new GP20.

There were no serious injuries on the head end; the engineer was in the hospital two days with two black eyes and a swollen face. The fireman had a cut which required stitches. I did not have a scratch. Standing there looking at the aftermath, I was *really* wondering what in the world I had gotten myself into at my youthful age. This stuff is serious business.

The accident, of course, was not the fault of the railway. The high speed

Cotton Belt had made an impression on me, and by the time my summer employer had the contract for a return engagement in 1962, I was "heavily" armed with a 425 Speed Graphic, due to the encouragement of David P. Morgan. As we all know now, however, a 425 Graphic isn't the most convenient nor the most practical camera to lug around. But it nevertheless enabled me to record what I was observing (often working the motive power of our work train into the photo). Motel clerks must have thought I had a screw loose to be asking if rooms had closets with doors or bathrooms with no windows (to nightly change out exposed negatives from the bulky film holders, or else I wouldn't have any film to shoot the next day). Whenever we stayed put for a few days, usually a weekend, it was a problem also to find a local photofinisher to process my sheet negatives before we left town.

Mop-ing up

The summers of 1962 and 1963 were spent mostly in the South and Midwest on the L&N, N&W, SSW and MP. I was especially attuned to Mop's passenger train schedules whenever we were on their main line, trying to not let a single one pass unrecorded. Their beautiful paint scheme commanded my attention (which dates from the early 1950s during visits to my aunt on MoPac's main line in Missouri). We sprayed much of the MoPac from St. Louis to Kingsville (Texas) and Alexandria (La.) to Omaha, but not the lonesome line to Pueblo (Colo.) nor the T&P main line to El Paso. We got fairly well acquainted with crossroads like Gurdon and McGehee, Arkansas. But you perhaps haven't really experienced captivity until you've spent an entire weekend at Eudora, Ark, in the extreme southeast corner of the state. After washing our clothes at the only laundromat in town and watching the deluge of rain, there wasn't much else to do. Hurry up Monday! But there were other rewards working in that part of country, like going right down to the water's edge at MoPac's marine ferry crossing of the Mississippi River between Vidalia, La., and Natchez, Mississippi.

After an ordinary day of spraying, covering perhaps 100 miles if train traffic wasn't too heavy, we spent the evening hours preparing for the next day's work by filling all the empty tank cars with water from fire hydrants. But even in the early '60s it was becoming a problem obtaining upwards of 50,000; 75,000 or 100,000 gallons of water from small communities. We couldn't get it if the community couldn't spare it. At those times we had to resort to pumping water from streams—and it had to be carefully strained. Some states had peculiar laws about vegetation control; for instance, Missouri where no land owner (i.e. rancher, farmer or railroad) could allow Johnson Grass to grow on his property. The contracts on the Missouri Pacific and the Cotton Belt required us to treat the entire width of the right of way, from fence to fence, to control Johnson Grass, a nuisance that can grow to heights of four feet or more (and usually loaded with chiggers, right?) Using the brush guns on top of the spray car to attack that grass generally meant we tied up in the evening with all cars drained.

Two of us would slip away to find a motel and have dinner, while the other two started the filling and mixing process. After the first pair returned to work, the other two would go check in and have dinner. Oftentimes we wouldn't get to sleep until midnight or later, depending solely on the water pressure of the system where we obtained the water. I recall one all-night session in the small yard in front of MoPac's station at Jefferson City, Mo. All we had to fill about eight tank cars was a garden hose! It took the entire night, and the two of us who stayed on duty cat-napped off and on during the night on the spray car as the water trickled in.

Even though we had no safety training *per se*, we could have been pretty good volunteer firemen as our handling of fire hoses, pressures, nozzles, hydrants and wrenches became quite proficient. The sooner we got the job done, the sooner we could go to bed. The train had to be ready to go the next morning: chemicals mixed according to contract stipulation, valves greased, pumps, hoses and couplings repaired, and all tools and equipment put away properly. On the way to work the next morning, we customarily had to get ice and a case of soda pop to get us through the day.

RIDIN' ON THE COTTON BELT, Bogle's first spray car, 301, leaves the siding at McNeil, Arkansas, en route to Pine Bluff on June 15, 1962, with an Alco RS3 for power.

D.C. to SP

After graduation from ETSU in 1963, I had given up hope for employment on my hometown Clinchfield and had focused my attention to railroads west of the Mississippi. Not having landed a job by early 1964 (and while I waited for responses to job applications), I returned to my summertime employer for more adventure. Much more! In February I worked in the home shop at Alexandria, Va., and groped around Washington, D.C., on weekends, eventually finding Ivy City roundhouse, where the goodies were. Knife-nosed E6s off the ACL and Southern, GG1s of PRR, E8s from SAL and RF&P. But back across the Potomac River, I *never could* find a safe place to park and pursue the mysterious RF&P without being hassled by RF&P's special agents. Sound familiar?

On the 28th of February, our crew blasted off from Dulles on a TWA 707 to LAX, the only time I have flown coast to coast non-stop. From Los Angeles we went on to Sacramento for our boss to take a battery of tests to prove we knew how to apply herbicides in compliance with stringent California laws. When the sun set the next day, we were in Eureka after riding the single RDC of Train 4 to begin work on the spectacular Northwestern Pacific, the "Clinchfield of the West!" It was the beginning of a long six-month contract to treat the entire Southern Pacific. Some portions were to be sprayed twice, months apart. By now I realized I had gotten myself into the right place at the right time.

Northwestern Pacific. What a railroad: the oozing mudslide at Milepost 190.25 where a bulldozer was permanently stationed...the company diner shoved into the deep woods at Fort Seward from which no one could leave hungry...the steam-era water spouts still in service for fire protection which filled our tank cars so easily. The railroad was as young as the immature earth it attempted to cross. Yet in nine short months the Christmas floods of 1964 would forever jeopardize its future, the catastrophe which parent SP called "the greatest disaster of its kind ever suffered by an American railroad." Some 30 miles of roadbed and three major bridges vanished. In March I photographed a wringer washing machine being unloaded from the RDC at Island Mountain. After the floods there was no Island Mountain community. One hundred seventy-seven days were required to rebuild the railroad which has been fighting for survival ever since.

It was summer by the time we finished the first application on most of the vast Southern Pacific. We had covered the Espee from Portland to New Orleans and Ogden to Santa Cruz, reaching the ends of branches to Tucumcari, N.M.; Marble Falls, Texas, and Tillamook, Toledo and Coos Bay, Oregon.. Noticeably, however, (similar to the T&P) we didn't treat the main line between San Antonio and El Paso (very little vegetation to control) nor the San Joaquin Valley lines, Tehachapi and the Alturas cutoff. But we did cover such exotic places as the Pacific Electric lines (we were in downtown Watts before the civil rights riots would later occur), the incomparable Coast Route and Santa Margarita grade, Douglas, Ariz., and the semaphore-galore Siskiyou Route. We crunched along Oregon branch lines on

WEED LIKE YOU TO MEET... The spray train was holding the main at Carr, Texas, with Texas & Pacific NW2 1014 for a meet with local No.80 with two Geeps on a very hot and sticky July 26, 1963. Ten days earlier the train had "old" scheme RS3 975 in the hole (**left**) at Antonio, La., to meet No.132, the Lake Charles to Little Rock connection for the *Texas Eagle*. On August 7, 1963, No.7, the *Westerner*, (with two Geeps and an E7B) was overtaking the spray train near Beebe, Ark., on the double track main.

60-pound rail with "standard SP Oregon power"—Cadillac SD7s and 9s. We slowly passed over the Cascade Route spraying around tunnel portals to control bracken fern which has a short lifespan and then becomes an extreme fire hazard when it dies. Donner Pass was breathtaking, and while waiting on traffic we got to explore the covered walkways at Norden. We set a Bogle company record with the most miles covered in one day (188) between Tucumcari and Carrizozo because of little train interference and spraying only a two-foot wide swath on each side to control growth where refrigerator cars dripped.

Perhaps only in unique California could so many crazy things happen to us. The day we covered the Lompoc Branch from Surf on the coast, we left the train in the middle of a Lompoc street while we went to lunch. In the bottom of each tank car was a perforated pipe from which air was pumped to bubble and circulate the chemical mixture to keep it in suspension. Sometimes we added a surfactant (very concentrated soap detergent) which caused the chemical to spread out and cover more area on a plant leaf. Apparently on that day in Lompoc, before going to lunch someone set the air valve too high. We came back to find the tank car surrounded by police and firemen, red lights and sirens blaring, hoses pointed and waiting, before the white foam boil-

NINE MONTHS from this Leap Year Day (February 29) in 1964, everything in this scene at Island Mountain, Cal., will be wiped away by the rampaging Eel River. But for now, the brakeman of Northwestern Pacific RDC Train 4 is crossing the track to pick up the stepbox after urging the photographer to get aboard. The folks at the far end of the Budd car have just unloaded a new wringer washing machine.

ing out of the tank car could consume the city! It was as harmless as a tank car load of beer with a head on it. (How would the hazmat types react to that today?)

While spraying SP's Alhambra line toward Los Angeles, part of which is between the east and west lanes of Interstate Highway 10, we noticed the ground was partially white. When we stopped to clean some nozzles, closer examination of the median strip revealed it was covered with millions of cigarette butts! Nervous California drivers? Remember, this was 1964 before drivers started taking pot shots at one another.

Around Los Angeles we spent a lot of time waiting at junctions. The rights of way were generously littered with empty wine bottles. Our dry chemicals came in sturdy cardboard cartons. To pass the time, we'd gather up dozens of bottles, put them in the empty cartons, and whenever more delays inevitably occurred, out came the bottles on a hill or a rail or whatever was handy, and a lot of ballast was thrown at them, one rock at a time.

One afternoon on the northwest side of L.A., vengeance was ours. From an overhead bridge some kids were liberally pelting our train with rocks. We were working from the top of the spray car. As we passed under the viaduct, our boss shouted to be ready in the event the kids followed our movement and came to the other side of the bridge to continue their barrage. Meanwhile the boss switched a hydraulic valve whereby the pump would draw from a tank car of water, and jacked up the pressure. *Wham-O!* The hapless hooligans picked on the wrong train that day!

We were concerned with protecting the environment, yet getting rid of noxious weeds and brush on the customer's right of way. There were claims, I suppose, for damage to adjacent property. In Oregon we were spraying under SP's pole line before they hung a $5-per-foot CTC cable (they were installing CTC then between Eugene and Portland). As we passed a golf course, the train lurched, and the squirt over the fence onto the green cost a thousand bucks, we heard. It was amazing to us how fast word spread we were on the track—farmers sometimes sat by their fences, watching us, with a shotgun across their laps. Perhaps there was no crop more susceptible to our passing than tobacco. It seemed if tobacco could even "smell" us, it would wilt.

By the time I returned to the SP in the fall, I had been on all four borders of the country. During the summer our crew sprayed Soo Line's main and subsidiary DSS&A—a railroad that wanders through birch forests when suddenly the bottom falls out from under the train and it's on a very high, spindly trestle. We completed that job at Marquette, Mich., on the windy shores of Lake Superior.

We finished the SP at Oakland, and I climbed off the spray train for the last time. All my cohorts flew home, but I chose to ride the *California Zephyr* as far as Denver before catching a plane. It was mid-November, and darkness overcame Feather River Canyon before I could see it. In a few months I began a career with the Santa Fe, wishing I knew as much about it as I did the SP.

Looking back

The traveling job gave me a national appreciation of railroads early in railfan life. That itchy-foot interest quickly spread to Canada and Mexico, too. While seeing America close up front, the job tremendously expanded my train order and timetable collections. As we gave the dickens to weeds, the thought of acquiring "rare mileage" on such little pikes as Illinois Terminal, Petaluma & Santa Rosa or Louisville's K&IT never occurred.

Some days got a bit long, sure, and we learned to eat most anything at some of the most obscure little restaurants in the land (ever had chowder on the Oregon coast just north of Tillamook?). But I don't think any amount of time would ever adjust us to the taste of the water at Ennis or Mexia (Texas) or Carrizozo (N.M.). We were normally so tired we learned to sleep anywhere.

We had our moments of hilarity too, like the time our foreman dumped his false teeth out the basin in his Pullman room. Even though it was night, he quickly began watching for mile posts, and was able to give the ACL a fairly good location. A track rider recovered his teeth the next day.

Or the Cotton Belt roadmaster who was too proud of his cocky new straw hat. He shouldn't have let that be known to us, because that hat became the target of all sorts of destructive abuse from us. But at dinner on our last day together, we proudly presented him with a new and even more fanciful hat.

Perhaps our worst prank, however, we sprang on boss Bob. He was the only married member of our crew, and all of us had been gone all summer. Before we flew home, we found a turtle which had been trapped and died between the rails. We slipped it in Bob's luggage. Married folks, I know now, have other things to do when they first get home other than being concerned with dirty laundry. Days later when Mrs. Bob finally opened the suitcase, the wretched clothes had to be thrown away.

Weed spray trains spent far too much time waiting in sidings for a clear

A STEAM ERA water tank was used to fill the weed spray cars on the L&N at Wauhatchie, Tenn., on July 4, 1961. On April 14 of that year, a train had been working on the P&LE when it paused at Brownsville, Pa., (**below**) with Monongahela Railway Baldwin S12s alongside. On March 18, 1964, Patterson's spray train was in Small Siding below Cantara Loop (**right**) to let a southbound freight by with "Black Widow" F-units. In July 1991 an SP freight pulling out of Small Siding would spill a tank car of concentrated weed spray into the Sacramento River (see page 76).

track or clear weather, and once on the main line, it was normally a short duration. Hence, they weren't very cost effective, and technology apparently has forced several of the contracting companies out of the business. Even the AT&SF, which had its own vegetation control department, has phased out its spray trains. Today contractors rely on one-man hi-rail tank trucks which can get on and off tracks quickly. Almost three decades ago, however, the spray trains offered an enlivening job to a single, foot-loose railfan—and a fun way to earn college expenses.

THREE KODACHROMES: STEVE PATTERSON

Simpson Timber: Still Logging by Rail

by Eric G. Nelson

6X7 EXTACHROME: JAMES GUNNING

Sol G. Simpson was a railroad man. He hailed from Quebec, where he had gained considerable reputation for his ability to organize and direct railroad construction crews. His expertise lead to his being hired by a group of investors associated with Captain William Renton of Seattle. Mr. Renton had a grand plan. By linking the Pacific Ocean port of Aberdeen (on Grays Harbor) by rail with the port of Tacoma (the western terminus of the Northern Pacific Railroad) he planned to eliminate the need for shipping goods through the Straits of Juan de Fuca and the waters of Puget Sound. The sale of timber, cut as the right of way was cleared, was envisioned as a means by which to finance the grade construction. This group incorporated the Puget Sound & Grays Harbor Railroad in 1885. They hired Sol Simpson to build it for them. Reaching southwestward from Kamilche on Skookum Inlet across Puget Sound from Tacoma, by 1888, the Puget Sound & Grays Harbor had reached Montesano on the Chehalis River. In spite of a ferry service at each end of the 32-mile line, the PS&GH boasted the fastest passenger and freight route to the Pacific Ocean from Tacoma.

This claim was short lived however. In 1889 the Northern Pacific (via one of its many paper railroads) began construction further south of a direct connection to Aberdeen. PS&GH officials saw their investment slip away as the NP was able to ship goods faster and cheaper. The PS&GH board of directors filed for bankruptcy in 1890. As a result, the western portion (McCleary to Montesano) of the PS&GH line was sold to the NP. The remaining portion of the line (McCleary to Kamilche) was absorbed by the Port Blakely Mill Company (located on Bainbridge Island near Seattle) for use as its private logging railroad.

SIMPSON TIMBER SW1200s had over 50 loads (**above**) departing Cook's Reload on May 18, 1989. The SW900 was photographed working the Shelton mill in 1986.

EXTACHROME: ERIC G. NELSON

While all of this financial reorganization was going on, Sol Simpson made a wise decision. Rather than continue as a railroad contractor and possibly end up working for the NP, he formed the S.G. Simpson & Sons Logging Co. and contracted with the Port Blakely Mill Company to provide them with timber. From 1890 to 1895, Sol Simpson logged along the Blakely main line, laying spur lines into the virgin timber of Grays Harbor and southern Mason Counties. This was the earliest beginning of the present day Simpson Timber Company.

New home, new railroad

Sol Simpson's roots as a railroad man did not die when he became a logger, however. As soon as the timber had been depleted along the Blakely right of way, Mr. Simpson was off to a new location. In 1895, Simpson severed his ties with the Port Blakely Mill Company. He reorganized his operation, calling it the Simpson Logging Company, and moved the entire operation to the woods west of the Shelton area in order to take advantage of the previously existing but financially troubled Peninsular Railway (ex-Satsop Railroad, ex-Washington Southern Railroad). The Peninsular Railway reached about twelve miles west from Shelton to a point near Lake Nahwatzel, where the Simpson Logging Co. established Camp 1 and Camp 2.

Laying rail into the virgin timber of the Olympic rain forest of Mason County was Mr. Simpson's main objective. For more than a year, he would forego the expense of a new locomotive, preferring to spend his money on a well-built right of way. Simpson crews would drag their logs between the rails to the Peninsular railhead using oxen or horse teams.

In June 1896, Sol Simpson made his first locomotive purchase. The two-truck Heisler (serial 1004) was the first Heisler operated on the West Coast of the U.S. The locomotive was delivered by barge to Shelton and then west over Peninsular line to the Simpson railhead. Now he had a sound nucleus and several miles of well-constructed railroad from which to build a thriving company.

Over the next 35 years the Simpson Logging Co. expanded its main line in two directions. From a point known as "Jackpot" near the Peninsular railhead, the main line split. One line went north toward the Skokomish River. On this line Camp 3 (and eventually Camp Govey) was eventually established and thus became known as the "Three Line." This portion of the Simpson line holds some of the most spectacular scenery and examples of the type of main line construction that Mr. Simpson was noted for. The Vance Creek Bridge and the steel bridge over the south fork of the Skokomish River (both completed in 1929) are prime examples of this. At the time they were constructed, these bridges were among the tallest railroad structures in the world (the Vance Creek Bridge is 827 feet long and 347 feet tall, and the Skokomish River bridge is 715 feet long and 365 feet high).

The second branch of the main line continued westward from Jackpot, reaching the Satsop River where Camp 4 was established. The right of way was then turned northward and followed the Wynoochee River Valley into the Olympic rain forest. Camp 5 was constructed on this portion of the main line. Near the end of the line, at a point 42 miles from Shelton, Simpson established Camp Grisdale. This camp was to become the last resident, company-owned logging camp in the continental U.S. It was served by rail every weekday until December 1985 when the last load of logs was taken to Shelton (with Simpson engineer Pete Replinger's 2-8-2T No.16 doing the honors, no less). The camp was completely dismantled by the end of 1988.

During the early years of the Simpson Logging Co. all activity was centered near Matlock. Here, Simpson maintained a roundhouse, wye (Frisken's Wye) and section headquarters. A connection with the Blakely Railroad was established here. This gave Shelton its first direct rail connection to the Northern Pacific (near McCleary). This connection was short lived (1905-1913), as the Blakely Railroad ran out of timber and began to abandon some of its rail lines.

The year 1935 was a milestone as far as the Simpson railroad was concerned. At this time Simpson bought out the Peninsular Railway. After 45 years as a common carrier, the Peninsular Railway became part and parcel of the Simpson Logging Company's private rail system. Simpson began a repainting program (dark green with graphite smokeboxes and white lettering; in the 1940s orange trim was added to this scheme). Renumbering of the Peninsular locomotives was not necessary since Simpson and the Peninsular had numbered their locomotives jointly for many years in order to avoid dispatching problems. In fact, the two had been operating as one railroad for several years prior to 1935.

Scaling back

There was not much change on the Simpson railroad until the years following World War II. As with all railroads, the improvement of the diesel engine and its application to the trucking industry brought many changes. In the early 1950s, the Simpson Logging Co. began to scale back its railroad operations by eliminating all spur lines and flatcar loading operations in the woods. At several key locations along or near the main line, truck-to-train reload sites and accompanying sidings were constructed. These reload centers were known as "transfers" on the Simpson railroad.

The Three Line was affected the most by these cutbacks. The Bingham Creek spur was shortened and terminated in a transfer siding. The main line was terminated in a transfer (Fir Creek) near Camp Govey. The steel bridge over the south fork of the Skokomish River was re-decked for truck traffic as the northern section of the Three Line was converted to a dirt road.

Along the main line to Camp Grisdale ("Five Line"), all of the spurs above Milepost 42 and all of the spur lines joining the main line below there were removed. Camp Grisdale became a transfer site. The wooden trestle on the abandoned Wynoochee River spur (which joined the main line at Milepost 37) was later used in the filming of the 1960 movie *"Ring of Fire"* starring David Janssen. Both the bridge and a Georgia-Pacific 2-6-2T (from Toledo, Ore.) on it were destroyed in the filming.

The year 1960 was another milestone for Simpson and its railroad. At that time the Simpson Logging Co. became known as The Simpson Timber Co. and began a series of corporate purchases which included the Arcata (California) Redwood Corporation and its eight-mile Arcata & Mad River Railroad. This line was sold to the Eureka Southern in 1989.

Motive power

The very first locomotive that operated in Mason County was the Satsop Railroad No.1, an 1885 Porter 0-4-2T. The Satsop Railroad started a long tradition when it named this locomotive the *"C.F. White"* after a prominent logging pioneer. The name plate was located below the cab window. The Peninsular Railway inherited this locomotive in 1895, as did the Simpson Logging Co. in 1935. It served in MofW duty until about 1941, when it was put on display at Camp Grisdale. A few years ago it was donated to Dave Skagen of Shelton, and with the help of Bill Parsons he had the locomotive fully restored and running for the Shelton Loggers Festival in June 1989.

Over the years, the Peninsular and Simpson motive power consisted of geared locomotives in the woods, including examples of not only the Heisler, Shay and Climax but the rare Willamette, as well. For the main line road hauls, they rostered a couple of 2-8-2Ts and a small fleet of tender-equipped Baldwin Mikados as well as a 2-6-6-2T tank Mallet.

The naming of locomotives after prominent loggers and/or railroad officials was carried on by the Peninsular

Railway and by Simpson until the purchase of its diesel fleet in the spring of 1955. With the diesels, Simpson began naming its locomotives after the towns within the boundaries of its private "sustained yield" forest.

The Simpson Logging Co. held onto its steam motive power fleet for a considerable length of time. In spite of the fact that Alco provided an S1 diesel switcher demonstrator for a short time in 1950, Simpson did not begin to replace its aging steam fleet until the spring of 1955 when EMD SW900 No.900 was purchased. It was named *"City of Elma."* A few weeks later, Alco S4 No.20 was acquired with the purchase of the Shafer Bros. Logging Co. of Montesano. By July of 1956, Simpson put to rest four of its five remaining steam engines (Baldwin Mikados 3, 8 and 11 and 2-6-6-2T 13) with the purchase from EMD of SW1200s 1200 and 1201, *"City of Shelton"* and *"City of McCleary."* Both the two new SW1200s and lone SW900 were equipped with dynamic brakes but no multiple-unit capability. The company's last steam locomotive, Baldwin 2-8-2 No.9, was kept in reserve until 1957, when it was scrapped.

In 1958, a 65-ton, 550-h.p. centercab Whitcomb switcher, No.60, was acquired from the Union Oil Co. of California. It was used at the Simpson door plant in McCleary, approximately 15 miles south of Shelton on the BN, until it was retired in 1990.

Since 1956, Simpson has maintained an active, working roster of four or five diesel locomotives. In 1979, rebuilt Alco S3 No.600 (originally Humble Oil 997, then Tacoma Municipal Belt 906) was purchased from Chrome Locomotive to replace the aging S4 which was held in reserve. In 1983 Simpson purchased used a third SW1200, m.u.-equipped Burlington Northern 259, originally Ft. Worth & Denver 610. This new 1202 was named *"City of Montesano."* The intent was to convert the 1200 and 1201 to m.u. operation for heavy duty main line service and keep the 1202 for light main line duty since it has no dynamic brakes. The EMD 900 was to be used in relief while the Alco S3 600 was held in reserve. Titan Rail Services began the m.u. conversion in 1986 with the 1200. When finished, the 1200 was run in cab-to-cowl m.u. with the 1202 until the 1201 was completed. Since 1987, the 1200 and 1201 operate in cab-to-cab m.u. The m.u. conversion was one of the few railroad jobs that Simpson has ever contracted outside the company. In 1991, the 900 is also being equipped with m.u. in the Shelton shop, and ditch lights are being added to all the locomotives.

Although it is not part of the Simpson roster, "Peninsular Railway" 2-8-2T No.16 has been a resident alongside the Shelton roundhouse for the past few years. It is owned by Simpson engineer and rail historian Pete Replinger and has operated on the railroad on a number of occasions, including the movement of a ceremonial last load of logs out of Camp Grisdale on November 22, 1985, and open houses at the Shelton mill in June 1989 and 1991. The Alco 2-8-2T was built in 1929 as No.10 of the Crossett Western Company of Wauna, Oregon, and sold in 1943 to the Hammond Lumber Company in California, winding up working for Georgia-Pacific before being put on display at Fortuna, Cal., and ultimately being sold to Replinger in 1971. He had it overhauled by 1981 and moved onto the Simpson line in 1983. Plans are presently under way to lease the 2-8-2T to the Yakima Valley Rail & Steam Museum in Toppenish, Washington, to replace Great Western 2-8-0 51, which is moving to California.

The value of the railroad

Back in the early 1970s, Simpson Timber Co. officials made a management decision which has affected railroad operations to the present day. Faced with increased operating costs and a downturn in the timber and lumber markets, Simpson attempted to consolidate its truck-to-train transfer operations and reduce transportation costs. The transfers at Fir Creek, Bingham Creek, Canyon River and Camp Grisdale were listed for abandonment. Simpson built a central marshaling yard (Dry Sort Yard) and sawmill (Number 5) at Dayton, nine miles west of Shelton.

The Dry Sort Yard and Mill 5 complex is huge, over 70 acres. At the east end of the yard (known as South Pass) is a one-track siding used when switching Mill 5. Log loading at the Dry Sort Yard takes place on any one of three tracks. The East-West Track runs along the main the entire length of the Dry Sort Yard. From this siding, a Loop Track swings gradually to the far side of the complex and back again. This is the track where most of the loading activity takes place. A "Temp" Track (temporary) parallels the Loop Track by a wide margin and is also used for loading. At the west end of the Dry Sort Yard, a one-track siding is used for the storage of MofW, fire and unused equipment.

However, Simpson officials soon found that consolidating railroad operations and depending heavily on trucks to deliver logs to a central location was not the most efficient or economical means of transportation. When most railroad operations across the U.S. were being scaled back significantly, a Simpson efficiency study revealed that their railroad was the cheapest means of transportation going. A train crew of four could handle the same quantity of logs that required a small army of trucks and drivers. The comparative labor costs alone were obvious. Therefore, Simpson officials, armed with data from a new set of experts, began to cut back their private fleet of logging trucks and employee drivers. The plan was to buy logs from independent contractors who would log Simpson land (and other lands) under a lease agreement. In 1985, Simpson placed its entire fleet of logging trucks (most equipped with ten-foot bunks) and logging equipment up for sale.

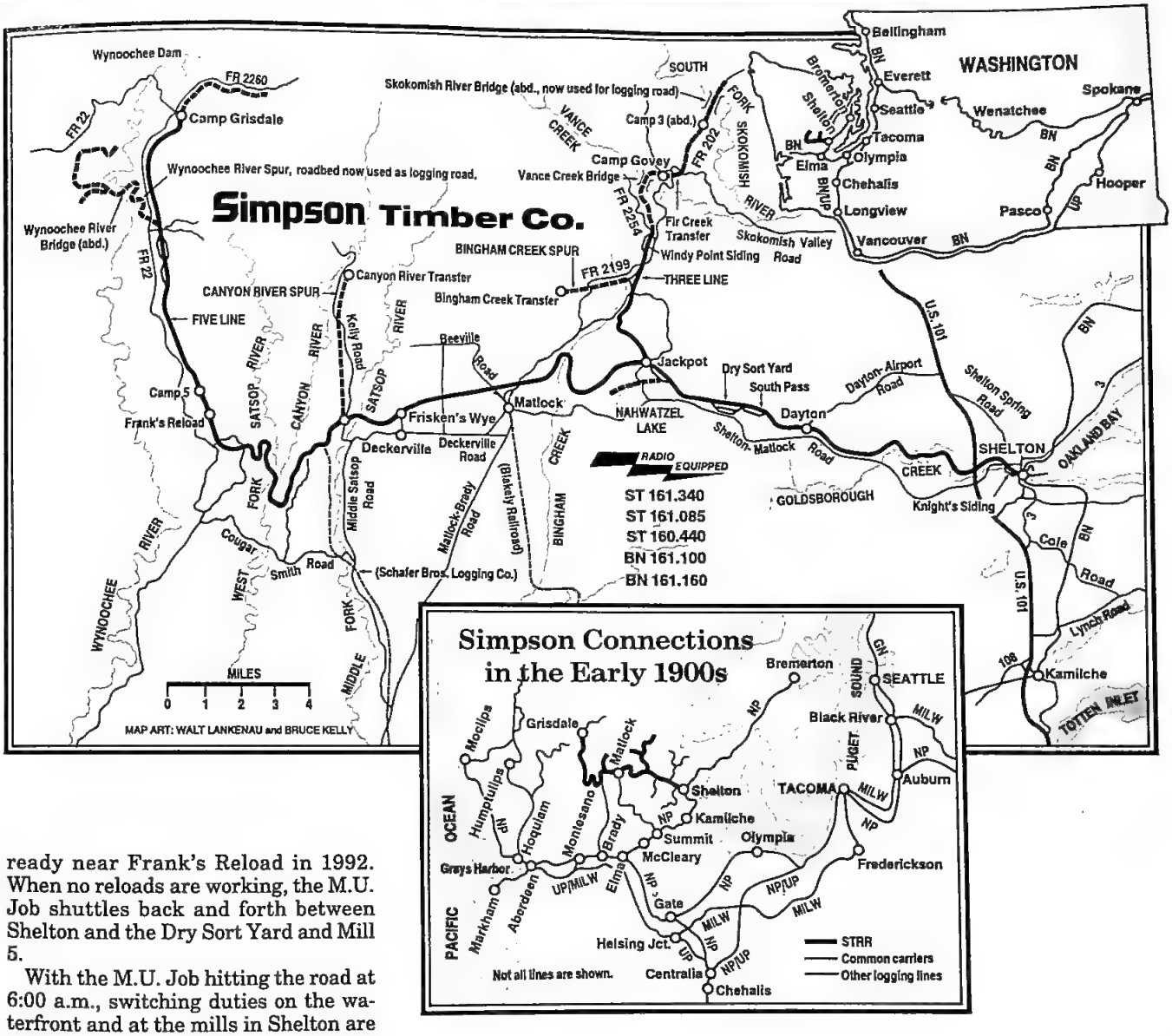
The Simpson railroad survived. Simpson train crews continued to make runs to Canyon River until 1980, to Fir Creek until 1985 and daily to Camp Grisdale until December 1985.

Current operations

When an upswing in the timber industry occurred in 1987, Simpson found it economical to modify its rail operations. Along the Three Line, all of the rail above the Windy Point siding was removed and used to construct new sidings for reloads along the Five Line. In early 1988 a reload was constructed at Milepost 23. Known as "Cook's Reload," this transfer site is now the source of 50 to 75 rail car loads of logs each day. This job is handled by the 6:00 a.m. crew using Simpson diesels 1200 and 1201 in cab-to-cab m.u. operation, with the 1202 added to the consist if the loading is unusually heavy. Generally referred to as the "M.U. Job," this train is also still called the "Canyon River Run" by Simpson crews since the new reload is located at the wye that formerly united the Canyon River spur with the Five Line.

To handle logs in the summer months from the Satsop River drainage, a second new reload (Frank's Reload) was constructed at Milepost 31 at the site of the old Gleason Transfer. The first loads were brought out in the fall of 1988 following the two-month-long timber workers strike (Simpson trainmen are members of the International Woodworkers of America). During the winter and spring, however, the ground is too soft and muddy for operations in this area.

Commercial timberland is like a huge farm, and the crops are cut and then replanted over multi-year cycles. The loading areas for the railroad will often shift from year to year depending upon where the trees are being harvested. As Simpson assigns only one log stacker machine for reload work in the woods, at any given time only one reload will be operating. The harvesting is also highly seasonal, generally running heavy in the summer and autumn. In 1988 and the spring of 1989, for instance, they were using Cook's Reload, but work then shifted to Frank's Reload for the summer and fall of '89. There was almost no reload work in 1990, but Cook's reopened in 1991 — and a crop will be



ready near Frank's Reload in 1992. When no reloads are working, the M.U. Job shuttles back and forth between Shelton and the Dry Sort Yard and Mill 5.

With the M.U. Job hitting the road at 6:00 a.m., switching duties on the waterfront and at the mills in Shelton are handled by the switcher crew that comes on duty at 7:00 a.m. (the dispatcher also comes on duty at 7:00; all other railroad employees are called on duty at 7:30). This "Switch Job" crew is normally assigned the 1202, the only Simpson locomotive not equipped with dynamic brakes. The crew starts the day by making a run to the Dry Sort Yard to switch Mill 5.

Since the export market for logs is "hot," Simpson has recently been selling large blocks of timber for export to Korea and Japan. These logs are dumped in Oakland Bay by the switcher crew, whose members also double as the operating crew of the overhead unloading crane. These logs are then rafted together and towed to Olympia for loading on ocean-going freighters. The switcher crew usually finishes the day by 5:00 p.m. after spotting loaded cars for exchange with the BN.

The BN makes daily runs to Shelton from Elma over Subdivision 11 of the Pacific Division. About half of this run is over right of way originally laid by Sol Simpson for the Puget Sound & Grays Harbor in 1886. The interchange takes place on the south side of Goldsborough Creek within sight of Simpson dispatcher Fred Stuller.

If the volume of traffic on the Simpson railroad is high, as it has been for the past couple of years, a second switcher crew, known as the "Dock Job," will be called on duty at 7:00 a.m. using the 900. This relief train crew, unlike the other four-man Simpson train crews, is made up of qualified personnel from the section crew and car shop. This crew usually has a front and rear brakeman, but a conductor is called only if a run to the Dry Sort Yard is needed. When this crew is called, however, it usually just works the dock and mill complex. Additionally, a 6:00 a.m. Saturday crew will sometimes be called to work the Dry Sort Yard and Mill 5 complex.

The entire Simpson railroad crew is a small one, made up of only 24 employees. In addition to the eight trainmen that make up the two scheduled train crews, Simpson has a full time crew of six maintenance of way employees who are responsible for track maintenance and inspection, ballasting, siding construction and, in the summer, fire patrol. Since Simpson does all of its own maintenance on its rolling stock and motive power as well as construction of new and rebuilt MofW and car equipment, the car shop is assigned four full time employees, and the locomotive shop has two employees. Each night the locomotives are shut down and put away under cover and out of harm's way. A roundhouse crew of two (assigned to the maintenance department rather than the railroad) services the diesels, drains the air tanks and cleans the units. All of this activity is directed by dispatcher Fred Stuller (35 years on the Simpson railroad) and is supervised by Frank Brehmeyer.

With the recent development of heavier traffic on the M.U. Job, the 1202 will

often be added to the 1200 and 1201. In this instance, the 900 will then be used by the switch crew. If a Dock Job is also needed when the 1200s are out on the line, the reserve Alco S3 600 will be fired up. The Alco will also likely see use when the 900 is put through the shop for m.u. and new 645 power assemblies.

Rolling stock

Cabooses are still in active use on the Simpson railroad, going out on all main line runs. Former Union Pacific caboose 100 is assigned to the M.U. Train. The second road caboose (not numbered, ex-BN, originally-CB&Q) is one of the last active duty cabooses in the U.S. that uses a wood stove for heat. Two additional cut-down cabooses are in storage at the Dry Sort Yard.

The majority of the Simpson rolling stock is made up of approximately 300 skeleton log cars and 21 A-frame flatcars. The log cars were acquired over the years from a variety of sources. Some of these were originally built for the Peninsular Railway by Pacific Car & Foundry prior to 1935 but have been refitted, rebuilt and/or modified so as to no longer be original equipment. A majority of the log cars were built in the Simpson car shop. Recently, Simpson purchased 60 log cars (minus trucks) from Weyerhaeuser and is rebuilding them as needed. Several of these log cars are in storage at the Dry Sort Yard along with three locomotive water tenders (Simpson no longer requires that locomotive water tenders accompany every main line run except during fire season). Also at the Dry Sort Yard are Alco S4 No.20, an assortment of flatcars equipped with diesel donkeys, one 10,000-gallon water tank car, one 12,000-gallon water tank car and five side-dump cars used to dump mud and bark at Milepost 17.

The maintenance of way department (MofW) keeps three speeders, one ballast sweeper, one ballast equalizer, one tie tamper and one snowplow in the shop area in Shelton. A 30-ton American Locomotive Crane is kept at the Dry Sort Yard.

Visiting Simpson

The roundhouse and yard at Shelton are within the Simpson Timber waterfront mill complex, and the entire area is fenced with security guards at the main gates. It is a working lumber mill and no place for the casual visitor. If you want to see the railroad facility, it is recommended that you call by telephone in advance to arrange permission to enter the property.

Much of the railroad operation on the line between Shelton and the Dry Sort Yard is readily accessible from nearby roads, however, and getting into the mill is not a necessity to photograph the trains. The Dry Sort Yard itself is a working complex that is off limits to visitors. West of the Dry Sort Yard, a paved road turns to gravel about two miles from Cook's Reload, and reasonably good gravel logging roads venture further west along the line. Off the main routes, however, the roads become very rough, and in any kind of wet weather they are definitely four-wheel-drive country and should not be attempted without a native guide or a very good Forest Service map.

Railfans can listen to the Simpson crews on radio frequencies 161.340 (road), 161.085 (yard), 161.100 (BN), 451.60 and 451.15 (sawmills) and 456.600 (boom).

Since the days of Sol Simpson, special care and maintenance have been a tradition on the Simpson railroad. The legacy of construction standards initiated by Sol Simpson lives on to this day. In the heyday of steam, the Simpson railroad employed over 100 men. The train crews were called on duty around the clock, hauling logs to Shelton during the day and dumping logs in the bay at low tide, often at night. Thanks to dredging at the docks, the night job is a thing of the past. Thanks to dieselization, things are a little simpler than they used to be. Today the Simpson railroad is a smaller but integral part of a thriving company that has just entered its second century of railroading.

A Day on the Simpson

by Eric Nelson and Max Ulver

April 21, 1989

It all begins at 6:00 a.m. when the "M.U." crew goes on duty. It's barely light out most days, but the four-man crew heads for the Shelton roundhouse with a single propose in mind: to make up their train and head out of town before the switcher crew comes on duty at 7:00. The M.U. crew consists of engineer Ron Ferris, conductor Wilford Greenfield and brakemen Bill Chaplin and Don Whinery. Each of these men has over 30 years on the Simpson railroad, a testament to the priority that the Simpson Timber Co. places in its workers and its railroad.

The 1200 is backed onto the hand-operated "Armstrong" turntable and aligned with the shop track. The 1201 is brought out, and the m.u. connections are made. Once on the yard lead, the light engines pick up caboose 100 and head south past the dispatcher's office and over Goldsborough Creek.

Now they're in a position to go to work. First they spot the caboose and pick up eleven A-frame flats from the short lumber planing mill. The remainder of the train is made up of 49 empty skeleton log cars pulled from the plywood (bark & buck) spur. By 7:00 a.m. they cross old U.S.101 four blocks from downtown Shelton and head west out of town.

Nine miles west of Shelton, they approach South Pass, the one-track siding at the entrance to the Dry Sort Yard. The empty A-frames are set out here, to be delivered to Mill 5 by the switcher crew. After picking up the empty log cars and caboose, they head west as conductor Greenfield's voice crackles over the radio, "Highball 1200." It is now almost 8:00 a.m.

The switcher crew

In the meantime, the second train crew has come on duty. This is also a four-man crew, and their duties consist primarily of transfer operations to the Dry Sort Yard, switching the mills and dumping logs from the docks in Shelton. Although this is the usual job for engineer Pete Replinger (27 years with the railroad), he is off today, and the 1202 is being run by relief engineer Frank Livingston (32 years on the railroad). After spotting the caboose, five center-dump gravel cars are pulled from the docks. The six-car train heads for the Dry Sort Yard, arriving at South Pass just as caboose 100 disappears out of sight at the west end on its way to Canyon River. The gravel cars are set out on the East-West siding near Mill 5. These cars will be loaded with mud and bark and taken to the dump/gravel pit at Matlock (Station 106, Milepost 17).

A word about dispatching on the Simpson railroad is in order at this point. Still in use are the old station numbers and station names from years ago. These station numbers previously were used by train crews to give their location by telephone to the dispatcher.

TWO 4X5 EKTACHROMES: BRUCE J. NELSON

VANCE CREEK TRESTLE on the "Three Line" was 827 feet long and 346 feet high; it was being crossed by the 1200 en route to Fir Creek Transfer in June 1963. The transfer (**below**) was a busy place, loading 100 cars a day on two shifts with a spar and sling loader. Operation to Fir Creek ended in 1985, and the rails were removed.

Simpson train crews still use these names/numbers rather than milepost numbers when running west of Shelton. Since all trackage on the Simpson railroad is dark, the train crews, section crews and track inspectors depend on dispatcher Fred Stuller to keep things going smoothly. Train crews are required to report by radio upon arrival at the Dry Sort Yard (South Pass, Milepost 9), when arriving or departing the junction of the Three and Five lines (Jackpot-104, Milepost 12), upon arrival and departure from a reload and when approaching Shelton at Milepost 1 (Knight's Siding).

The 1202 switches Mill 5, removing eleven loaded A-frame flats carrying rough cut lumber. The empty A-frames left by the M.U. crew are spotted in their place. The 1202 then backs into the Loop Track on the south side of the Dry Sort Yard, picks up 43 log cars loaded the previous day and heads for town with a 54-car train. Engineer Livingston contacts the dispatcher and informs him that he is leaving the Dry

THREE EKTACHROMES, ERIC O. NELSON

Sort Yard. He is given permission to proceed from Milepost 9 to Milepost 2.5 and to stop. The tie tamper is operating at Milepost 2 and will require a few minutes track time before they can clear at Knight's Siding on the west side of town.

Once in town, the 1202 crew spots the loaded log cars on the south side of Goldsborough Creek in order to line up with the unloading crane. The loaded A-frame flats are set out at the short lumber planing mill. The 1202 then runs around the train and pushes the log cars into position for unloading under the fixed-position overhead crane. The train crew doubles as the unloading crew on the docks where a brakeman operates the unloading crane using a portable radio to communicate with the engineer on the 1202.

The M.U. Job

Back out on the road with the 1200 and 1201, the crew sets out 25 empty log cars on the two-track siding at Jackpot as per verbal instructions from the dispatcher. The loading at Canyon River is going slower than expected, therefore not all of the empties will fit on the loading spur. The M.U. crew then proceeds to the wye at Cooks Reload (Canyon River Spur-110; Milepost 23). Here, the 1200 and 1201 are split, with the regular engineer handling one unit and a locomotive-qualified brakeman operating the other (some of the brakemen are reserve engineers). Light engine 1200 pulls 30 loads, and the empties are spotted by the 1201.

After the locomotives are reconnected, Ron Ferris applies the throttle for the 14-mile uphill run back eastward to the Dry Sort Yard. Near the west end of the Dry Sort Yard, a drawbar on one of the log cars breaks. This causes a 45-minute delay as the crew cuts out the bad ordered car and moves it to a siding for repair.

After setting out the 30 loads from Canyon River for sorting, the M.U. crew pulls a total of 56 loads from the Temp Track and the Loop Track and heads for Shelton. It's now 1:30 p.m., and the M.U. crew spots its loads on the south side of Goldsborough Creek before putting the caboose to the shop track and the power to the roundhouse. The switcher crew will be about an hour behind them in wrapping up the day's work.

Up to date

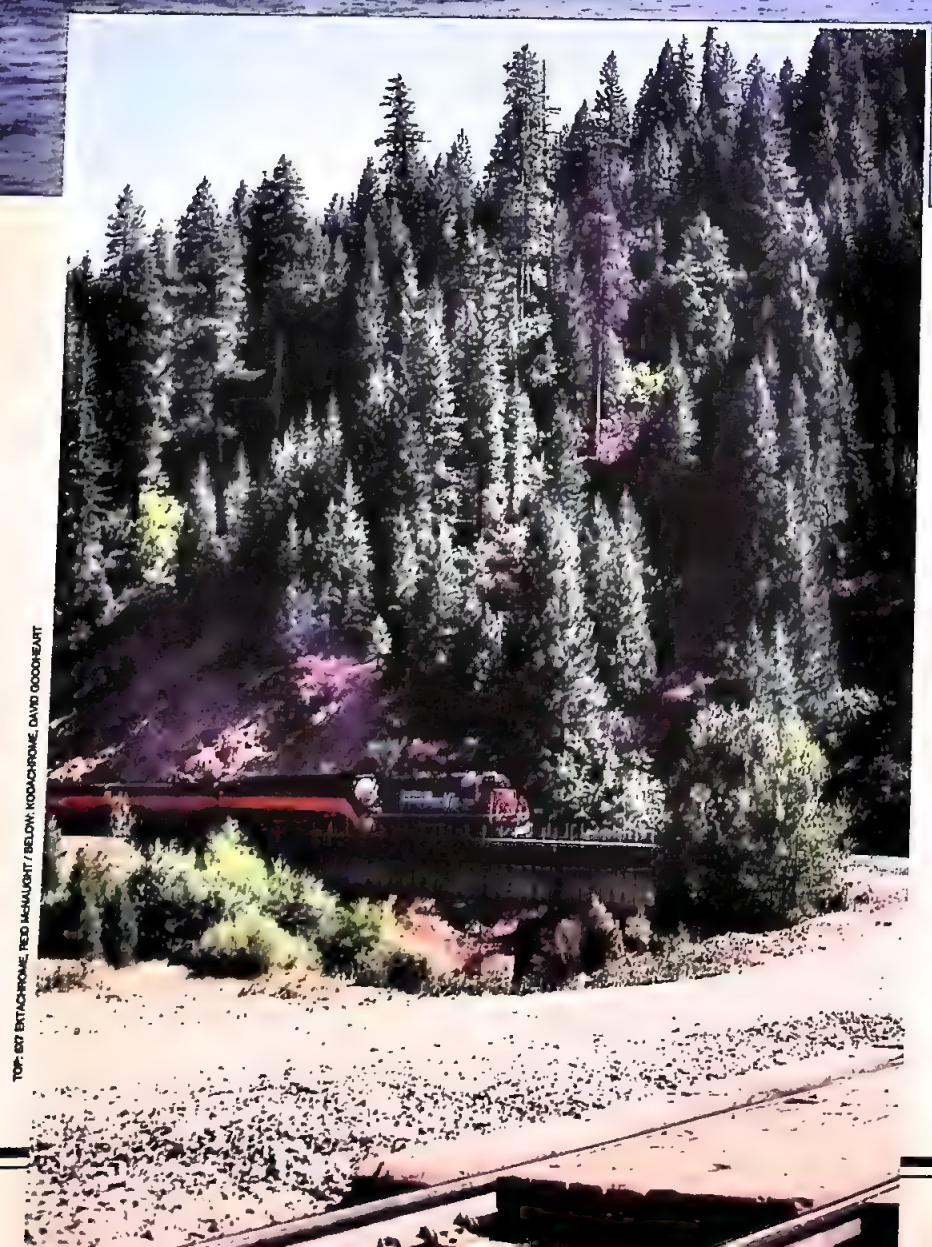
Since this April day in 1989, engineer Ron Ferris has retired and Pete Replinger has become the senior engineer. Pete is now working the M.U. Job. As with any logging railroad, operations change from day to day and year to year, but Simpson seems to be solidly committed to the future of its system, one of only a handful to working rail loggers left in North America and the one with the longest continuous service.

SIMPSON OPERATIONS today consist of the "M.U. Job" to the Dry Sort Yard and one or two single-unit switch jobs. The M.U. Job was returning to Shelton (**above**) in June 1988. The 1202 was unloading logs for export (**left**) at Shelton in May 1989. It is a rare occasion when the 900 gets out to Mill 5 (bottom left) as seen here in June 1988. Simpson engineer Pete Replinger owns Alco 2-8-2T No.16 (**below**), which operates on special occasions and was being spun on the "armstrong" turntable at Shelton on May 30, 1991. Satsop Railroad 0-4-2T No.1 (**right**) was under steam at the Shelton Logger's Festival on June 3, 1989.

EKTACHROME, STEVE HAUFF

KODACHROME, MARTIN E. HANSEN

Southern Pacific



TOP: EKTACHROME, REID McNAUGHT / BELOW: KODACHROME, DAVID GOODHEART

THE "REDDING RAMBLE" made a fine sight on the trestle departing Redding, Cal., on the morning of September 1. The day before, the 4449 and 7116 eased over the bridge (**left**) at Cantara Loop where the tank car spilled in July; photographer Goodheart observed fish beneath the bridge.

On the night of July 14, 1991, a heavy Southern Pacific freight train pulled out of Small siding after a meet and began climbing the grade toward Black Butte, California. Running twelve miles per hour at full throttle, one of the locomotives apparently slipped and then surged as the train began rolling around Cantara Loop, pulling the train off the track to the inside of the sharp curve in a process called "stringlining."

Among the seven cars that derailed was a tank car hauling the herbicide metham sodium. As luck would have it, that was the car that landed in the Sacramento River, a beautiful trout stream that flows out of the Siskiyou Mountains and down through Dunsmuir to Lake Shasta. The single-wall tank car ruptured, and within hours, all fish, most insects and some vegeta-

and the Sacramento River Spill

by Don Phillips

The SP sheds some *Daylight* on a disaster

tion were dead for 42 miles as the gushing mountain stream quickly carried the material to the lake where it dissipated.

Southern Pacific, therefore, was presented with a disaster — and not just an environmental disaster. They had a first class public relations and political disaster on their hands, and there was little doubt from the beginning that the environmental disaster would end before the political one subsided.

It couldn't have happened in a worse place. California is not like the rest of the country; people there treat environmentalism as a religion, and the political process reflects that. For many decades, California and the Southern Pacific have had a love/hate relationship. It's sort of like The Octopus vs. La-La Land. And SP, struggling to regain its financial foothold, couldn't afford to hand its adversaries such a powerful weapon.

It also didn't escape the critics that train-handling rules had changed on the Black Butte grade since the folks from the Rio Grande took over. In the "old" SP days, any train over 3900 tons required a pusher. At the time of the derailment, that maximum had been raised to 4500 tons, and the train had no helper. The train had twelve loads, 86 empties, 4294 tons. It didn't help that those facts were printed in the Los Angeles *Times* within days of the wreck.

What's more, SP didn't dump the chemical into some sewer in Los Angeles. The Sacramento River in that area was a beautiful world-class trout stream. It is easy to become upset with the prostitution of such a river.

Then there was Dunsmuir, the one town in the path of the glob of herbicide. Several dozen people — most with respiratory problems or depleted immune systems — became ill, and lots of others claimed to be so.

Dunsmuir was the creation of the Southern Pacific, and crews still change there. But the railroad is no longer the mainstay of Dunsmuir's economy. The town and the surrounding area survive on tourism and sport fishing, but overnight the fish died and the tourists fled as television and newspapers trumpeted the "death" of the river and state employees warned motorists on Interstate 5 to keep their windows rolled up and to drive straight through. Overnight, Dunsmuir was an economic disaster area.

Steam-powered public relations

So why, on the Saturday of Labor Day weekend, were most of the citizens of Dunsmuir down at the station, smiling and shaking hands with SP officials including President Mike Mohan? Why was the mayor praising the SP while blaming state officials and the news media for their problems? Why were the few pickets ostracized as outsiders, even though they apparently lived in the area?

The railroad that caused the problem was greeted as a hero.

"We've had more cooperation from the railroad than from anyone else," said Dunsmuir Mayor Virginia Barham.

The simple truth is that while SP had mishandled a train, the railroad pulled off a masterful public relations operation.

The heart of the PR operation, at least locally, was a familiar sight for fans: *Daylight* 4-8-4 4449. Following through on a promise to the mayor, Mohan ran a series of excursions up and down the river for three days in an effort to show off the recovering river and to show that no one need avoid Dunsmuir. Lengthy stops were made at Dunsmuir and Mount Shasta City to allow train riders to pump some money into the local economy. And the entire $100-per-person fare went to the city of Dunsmuir. The railroad paid the entire cost of the train.

The 4449 and ten *Daylight* cars had come down from Portland the week before, running through Redding and turning at the nearest wye, Tehama, about 50 miles beyond.

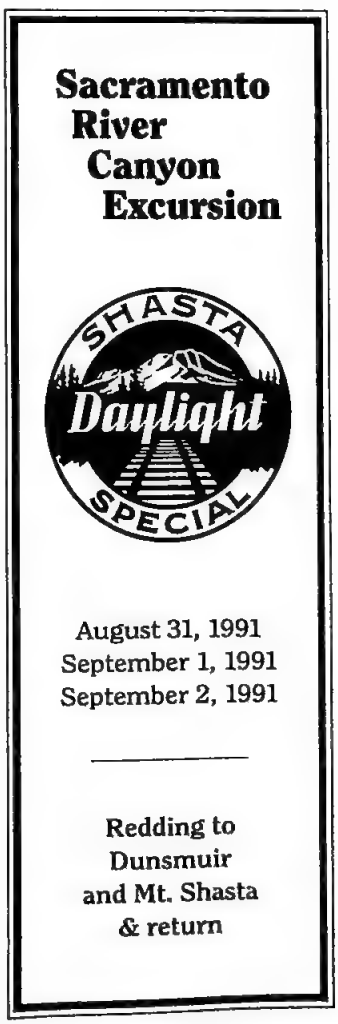
For three days, the train ran north from Redding to Dunsmuir and Mount Shasta City, turning at Black Butte and returning downgrade to Redding.

The first day (Saturday, August 31) was the big event, with Mohan and a number of his officers aboard along with local citizens, politicians and the news media. For more than 50 miles, the railroad runs within spitting distance of the river, affording a close look at any obvious damage.

Mother Nature was kind. The weather was crystal clear and mild for all three days, and the river sparkled. The first impression of everyone who pressed against the windows was: "What dead river?" It was difficult to see any dead vegetation. The river looked very much alive.

But what about the things you couldn't see? Such as dead fish and insects. What was lurking in the sediment at the bottom, waiting to do more damage? As luck would have it, the SP had dumped a water-soluble material into the river, and state tests have found no residue in the sediment. The hydrology of the river was such that the material was apparently flushed quickly downstream.

Larry Phipps, SP western region manager and one of the many officials on the train, said he now believes that almost the entire contents of the tank car flowed into the river within an hour of the accident from a hole hidden beneath the water line. In retrospect, that



probably was lucky. The damage might have been worse if the material had dribbled out slowly over a period of hours or days.

State scientists and many conservationists say the river has proved surprisingly tough. Already, insects by the million are swarming, algae is growing on the rocks and fingerling trout are appearing at each end of the damage.

Tom Hesseldenz, an official of the conservationist group California Trout, predicted the stream will have fish of catchable size by 1993 and trophy fish within five to six years.

"We see it's recovering quite a bit more rapidly than we thought at first," said a biologist with the California Department of Water Resources.

A precision operation

Mohan, who once worked for the SP in Dunsmuir, spent the trip in the round-end observation car, greeting people and talking to a constant stream of television interviewers, most of whom gave no evidence of knowing anything about railroading. Not known as a naturally gregarious man, Mohan never gave any hint that he tired of the constant drumbeat of humanity.

On the grade out of Dunsmuir, the 4449 got a sparkling clean diesel in the new speed-lettering paint scheme. Both the paint scheme and the cleanliness are rare on the SP these days.

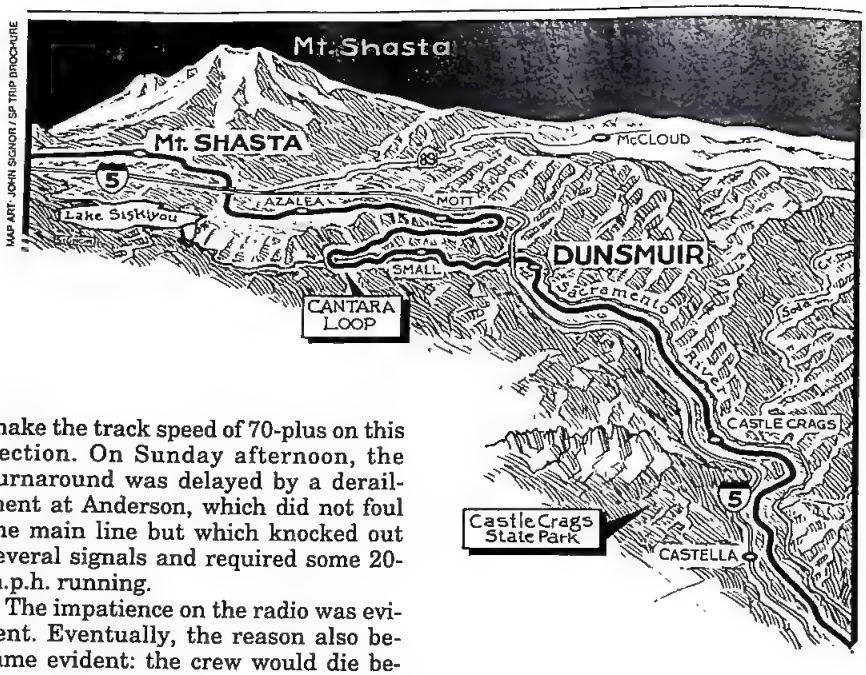
Passengers moved to the left side of the red-and-orange streamlined cars as the 4449 eased over the bridge at Cantara Loop, easily the most dramatic moment of the trip. It looks quite different than it must have that night. The main evidence of disaster is a wide area on the inside of the curve that has been graded back to the subsoil.

What they could not see from the train, but which became evident in a later visit to the scene, was that small trout were lulling about in the depression made by the tank car under the bridge.

This was the most tightly run series of fantrips in history. For fear that extremists might sabotage the trips, a pilot diesel and a trailing diesel ran a couple of miles ahead of and behind each trip. And timing was to the minute. There was even a countdown on radio to each departure, beginning at ten minutes.

Oddly, few fans followed the trip despite the beautiful weather and the chances for multiple photo locations on the slow-paced trips. Local suppliers also delivered some poor oil, so she smoked almost constantly.

The finest sights of all came on the turnaround move from Redding to Tehama each day. This is high-speed territory, and the 4449 is allowed to make the track speed of 70-plus on this section. On Sunday afternoon, the turnaround was delayed by a derailment at Anderson, which did not foul the main line but which knocked out several signals and required some 20-m.p.h. running.



MAP ART: JOHN SIGNOR / SP TRIP BROCHURE

The impatience on the radio was evident. Eventually, the reason also became evident: the crew would die because of the twelve-hour law at 8:00 p.m., and it would be almost impossible to get back to Redding by then, even with full track speed and the fastest wyeing operation in railroad history at Tehama. Standing at trackside was awesome. At full throttle and full steam, the 4449 had the look and sound of 1945. Officially, she rolled to a stop at Redding at 7:59 and 59 seconds.

Action, not just words

But the 4449 was only the icing on the cake of the SP public relations program. Within days of the wreck, the railroad had put into place — and publicized — new operating practices including new train handling rules for engineers. At least temporarily, tonnage allowances were rolled back. And the railroad banned meets at Small siding to prevent future trains from accelerating at full throttle and low-speed around the loop.

A consultant was called in to suggest other changes. On the train, railroad personnel handed out a drawing of the new bridge to be built at Cantara Loop that will not only make it nearly impossible to drop a car into the river but will also direct any spilled liquid cargo away from the water.

No detail was overlooked. When the mayor complained that one of the local industries, Shastina Springs Water, had lost all its customers and would go out of business, Mohan ordered that all locomotive drinking water for SP crews in California and Oregon be purchased from the company. It's never done better.

Bad times lie ahead, of course. The California legislature will certainly debate legislation cracking down on transportation of hazardous waste, and at least one congressional committee in Washington has gone on a "get-the-SP" crusade.

But whether by luck or design, several powerful friends have rallied behind the railroad: several elements of the conservationist movement and farmers. Both groups apparently fear that legislation might shift farm chemicals to trucks making highways more dangerous and costing farmers more for transportation. Those groups are urging that any legislation be even-handed, imposing the same requirements on trucks as railroads.

"We don't want to see the railroads singled out," said J. Roy Gabriel, legislative director of the California Farm Bureau Federation.

Now, the SP must deal with something that no amount of public relations and lobbying can help: they must be certain that their deteriorating finances do not lead to deferred maintenance or some penny-pinching policy that can be blamed for the next hazardous materials wreck. Within days of the Cantara Loop derailment, they experienced another highly publicized wreck near Santa Barbara that tied up traffic for 20 miles on the main north-south highway.

Any California hazardous material wreck at any time soon would be Strike Three.

SHASTA Daylight SPECIAL

NJ Transit and the United Railroad Historical Society have put the classic Erie passenger colors on a pair of operating E8s

An Erie Experience in New Jersey

by Walt Grosselfinger

NJ Transit is the only regional commuter agency in the country that has a matched set of E8 passenger diesels in a vintage livery that are available for excursion service. In the handsome two-tone green passenger livery introduced on the Erie's first E8s in 1951 and made famous on the streamlined *Erie Limited*, the NJ Transit units are recreations rather than restorations, as neither of the units has an Erie heritage. But as the flagships for the state's railfan organizations and tangible evidence of the commitment to a future state railroad museum, "Erie 834 and 835" have an impressive potential as a public relations tool. They are the result of splendid cooperation between the state agency and a group of serious and dedicated railfans known as the United Railroad Historical Society.

The units also have a special place in the history of New Jersey railroading, because they have survived as the result of a rebuild program initiated by the New Jersey Department of Transportation and executed by Conrail in the former-Jersey Central shop at Elizabethport between 1979 and 1981. Three units were involved in the rebuilding program, and all three have been preserved as part of the future museum fleet, including the Erie 834 and 835.

Home of the E-units

The New York & Long Branch line along the "Jersey Shore" from South Amboy through the ocean-front resort and residential communities to Bay Head Junction has long been a favorite of railfans for its often-exotic motive power. Jointly operated by the Pennsylvania Railroad and Central Railroad of New Jersey, the stub-ended NY&LB in the mid-1950s was a refuge for steam as Pennsy K4 Pacifics took over the commuter trains out of New York City from GG1 electrics at the end of overhead wire at South Amboy while the Jersey Central was running with double-ended babyface Baldwin passenger diesels and Fairbanks-Morse Train Masters down from Newark. When steam finally departed in 1957, the K4s were replaced on the Pennsy by the awesome Baldwin passenger "Sharks" and EMD E7s.

Because of historical traffic patterns far too complex to detail here, the Long Branch survived over the years with two overlapping traffic patterns. The Jersey Central trains operated with steam or diesel power from Newark to Bay Head, while the Pennsy maintained a direct connection from New York's Penn Station with electric locomotives running 30 miles through the Hudson River tunnels and Newark to the end of wire at South Amboy, where steam or diesel took over for the last 36 miles to Bay Head. Only in the past couple of years with the extension of the wire to Long Branch, 15 miles from Bay Head, have the traditional patterns seen a significant change.

Back in the early 1970s Penn Central was operating the former-PRR passenger service with grimy-black GG1 electrics handing off the commuter trains to equally-grimy E-units at South Amboy. By this time the Baldwins had given way to a captive fleet of E8s and the long-suffering resident E7s. If you could handle the black paint, the electric-to-diesel locomotive change at South Amboy was a delightful throwback to the steam era.

In 1976, the NY&LB, by then known as the "North Jersey Coast Line" (NJCL), became the operational responsibility of Conrail, and the E8s used there were bought by the New Jersey Department of Transportation (NJDOT). The E7s were gone, and most of the E8s were tired old war horses.

After a prototype E8 rebuild by General Electric of North Bergen, N.J., was delivered in 1978, NJDOT contracted with Illinois Central Gulf's Paducah Shops to rebuild ten E8s. These were shipped "piecemeal" to Paducah so that the NJCL would not be too power short while the rebuilding process took place. In order to get a head start in the program, ICG rebuilt three ex-IC E8s (4020, 4023, 4033) as the first to be sent to NJDOT, with the agreement that Paducah would keep the last three E8s sent them from New Jersey. The three ex-IC units received the numbers of the first three E8s that were to be sent from NJDOT. This "trade" is what caused the numbers to change on the remaining seven rebuilt units returned to New Jersey.

By January 1979, all ten rebuilt E8s were in operation on the NJCL. These ten shared duties with a number of unrebuilt E's owned by NJDOT and a few leased from Conrail (ex-Erie 825 and

EXITING OTISVILLE TUNNEL, E8s 834 and 835 begin the descent into Port Jervis, N.Y., with the URHS "*Erie Limited*" special on April 13, 1991.

BRUCE KELLY

833 and ex-NYC 4063) and USDOT (ex-B&O 92) plus the 13 former-CNJ GP40Ps. With commuter complaints about the NJCL service reaching a crescendo, NJDOT frantically searched for additional locomotives to fill the void until more E8s could be rebuilt. Six Southern E8s no longer needed for the *Southern Crescent* (6903, 6904, 6907, 6908, 6913, 6914) were purchased, and five were hurriedly put into service to allow the leased locomotives to be returned to Conrail. The sixth (6908) was delivered with cracked engine blocks and never ran.

Rebuilding the 4248

Meanwhile, NJDOT authorized a complete rebuilding of three additional E8s at Conrail's former-CNJ Elizabethport Shops, where they could be rebuilt from the bottom up at approximately one-half the cost per unit that had been paid for the Paducah rebuilds. The first engine to get the treatment was former Penn Central 4248, which had been built for the Pennsylvania Railroad as 5788A (b/n 15653) in May 1952. The 4248 hadn't been in service on the NJCL in years, if ever, since it had been used extensively on Penn Central and Amtrak in long distance service to Chicago and St. Louis. As a matter of fact, the NJDOT roster indicated that 4249, which had been in NJCL service in the mid-70s, was owned by NJDOT and that 4248 was owned by Conrail. In an effort to validate the books, NJDOT agreed to accept ownership of the 4248 and to deed 4249 to Conrail. Until this transaction occurred, the 4248 had not been seen in the environs of New Jersey.

I had last seen 4248 as Pennsylvania 5788 at St. Louis in 1961. It was also the lead unit on the last *Federal* to depart Boston on the day before Amtrak, April 30, 1971. What service it performed from then on would have to be investigated.

The advantage of rebuilding the ex-PRR unit was that it had two 2500-lbs./hr. steam generators in comparison with an ex-NYC unit which would have one with a 4100-lbs./hr. capacity. Since the NJCL had a history of engine and steam generator malfunctions, the management developed a mind-set that "spare anything" was better. Thus was the choice for rebuilding NJDOT 4248.

The locomotive was shipped to the E'port Shops in mid-1979 and dismantled. The chassis was completely gutted and refurbished. New piping and wiring harnesses were installed. The original body side panels were replaced with fiberglass panels, and the nose door was removed and replaced with sheet steel. The 4248 was equipped with new higher-rated EMD D77 traction motors and two rebuilt 567BC diesel engines, all of which contributed to the upgrade from 2250 to 2400 h.p. (equal to an E9). The 4248 did not retain the conventional speed control which utilized mechanical wheel governors but instead used an electric axle/alternator actuated method of feeding the speed control, speedometer and speed log. The two twelve-cylinder 567BC engines were equipped with centrifugal spark arrestors and a spark retention manifold. These features made the 4248 sound different from the other units in the E8 fleet.

In early October 1979, the 4248 was almost ready. The locomotive was the pride of John Kopke, general foreman of the Elizabethport Shops, who rebuilt the E8 on a par with a "Rolls Royce." All it needed was a paint job and a new pilot. On October 11, it was returned to E'port from Raritan after emerging in a shiny coat of blue, platinum and red (based upon the livery of the U34CHs in use on the former-EL lines). However, the 4248 then sat at the shops sans pilot until the new one arrived from EMD at La Grange.

One for the road

On October 25, 1979, I arrived at E'port Shops at 6:30 a.m. in the company of Tom Johns, Jr., road foreman of engines for the NJCL, who provided me with the necessary liability release and permission to ride the test run of 4248. We reported to John Kopke, who advised us that there would be a delay. The 4248 was sandwiched between two U34CHs, and some %#@*& idiot had run a switch and dumped one of the U34s and the front truck of the 4248 on the ground. It took a while, but the "brand new" 4248 was rerailed. The derailment necessitated an inspection of the trucks, so the locomotive was returned to the shop to be put over an inspection pit. Subsequent inspection determined that the gear pans on the lead truck were damaged and had to be replaced. Brake rigging needed some minor adjustments, but the "E" would soon be ready for the road.

The test run would prove whether 4248 could do its stuff. The spotless 4248 was positioned on the shop yard lead while an SW7 pushed three NJDOT passenger cars around from the Newark Branch. Upon request, John had "confiscated" 100-series (now 5300s) ex-BN cars painted in the same scheme as the locomotive. The train looked like a "Strombecker Streamliner," those wooden HO models from the 1950s that consisted of a diesel unit and three cars. By 11:30 a.m., about two and a half hours late, the test train backed down the ex-CNJ main line past PORT Tower and awaited train orders to WOOD Tower in Perth Amboy, the connection to the North Jersey Coast Line. The sky, clear blue at 9:30, was now completely overcast as the "Extra" passed South Amboy and stopped at Cliffwood curve for some adjustments.

After rounding the curve at "Siding Seven" in Holmdel, Extra 4248 was saluted by the Conrail GP8 working the Lily Tulip Cup Company siding. After stopping in Middletown for the "official photographs," Extra 4248 continued to Red Bank. From BANK Tower to Bradley Beach was effectively single track that day on account of track work. Since the dispatcher was afraid the extra would interfere with Train 3326, he ordered Extra 4248 onto the ex-CNJ Southern Division until Train 3326 arrived at Red Bank. Soon after 3:00 p.m. the Extra was "given the railroad" and flew down to Bay Head and around the balloon loop to head back to South Amboy. With some 80 m.p.h. running between Middletown and Hazlet, the 4248 just made it back to the "Chemical Coast Branch" before the evening rush started. The 4248 was indeed ready for regular service.

And the 4323

The second unit in the Elizabethport rebuild program was NJDOT 4323, built for the New York Central as 4076 (b/n 18534) in July 1953. Some say it was chosen by the mechanical officer in charge, who was an ex-NYC man. In any event, NJDOT 4323 was rebuilt from the ground up. The chassis was refurbished to the standard set by the 4248. However, the 2250 h.p. engine and traction motor specifications remained as original from EMD.

When rebuilding was finished, the locomotive was sent to Raritan where it was painted — this time to be the first unit in a new white experimental scheme developed for NJ Transit, which was taking over the state's transit operations from the Department of Transportation. On March 25, 1980, the white "disco striped" 4323 was outside the Raritan Shop prior to being returned to E'port for some finishing touches. On April 5th, Engineer "Sonny" Kertesz piloted a test run similar to that of the 4248 down the NJCL with three stainless steel passenger cars — another Strombecker Streamliner.

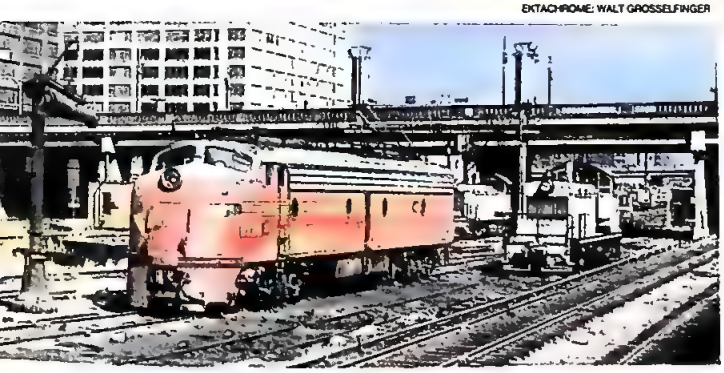
The trip was uneventful but provided the photos with which to convince the fledgling NJ Transit management that this paint scheme did not reflect "good taste." As a result, only one more E8 (4334, ex-SR 6913) was painted white. My correspondence with the Pittsburgh design firm being retained by NJ Transit was effective, and suggestions made to them were heeded. Thus, a new platinum mist & black scheme replaced the garish white on future repaints.

The 4326 makes three

The third and last E'port Shop E8 rebuild was the 4326, built for the New York Central as 4083 (b/n 18541) in Au-

KODACHROME: HAROLD H. CARSTENS

EKTACHROME: WALT GROSSELFINGER



KODACHROME: DAVID R. SWEETLAND

ERIE'S TWO-TONE GREEN passenger scheme was developed by EMD's Styling Section and introduced on the E8s delivered in 1951. In 1956 (**top**) Erie 832 was teamed up with a black-scheme PA departing Chicago's Dearborn Station. Pennsylvania 5788A, which became NJ Transit 4248 and "Erie 835," was at St.Louis (**above left**) in September 1961. New York Central 4076, which became NJT 4323 and "Erie 834," was at Boston's North Station (**above**) on September 9, 1955.

gust 1953. It was one of the few NYC E's to be experimentally painted in jade green in the 1960s. On NJ Transit, the 4326 was the last E-unit to operate on the NJCL in Penn Central black. The shop forces had chosen ex-PRR 4270 for rebuilding, but the chief mechanical officer specified the ex-NYC 4326. The locomotive was due to be completed by December 1980 but would not be ready by then due to the turmoil in the shops, partially caused by poor labor relations and a changing management.

The 4326 was finally completed in August of 1981. It was different from the other two rebuilds in that the side panels were solid sheet steel instead of fiberglass. The steel panels are one piece from the bottom of the side air ducts to the lower sill of the locomotive, thereby eliminating the need for a longitudinal belt-rail along the middle of the sides. This was a definite improvement in carbody construction but would be a future impediment to restoring the locomotive to an "as built" condition. The 4326 was the second and last E8 to be painted in the now-standard NJ Transit "platinum mist with black" color scheme. It was one of the last E8s in scheduled service.

End of the E's

The era of the E-units on NJ Transit lasted until 1987, when a new fleet of Bombardier coaches and HEP-equipped F40 diesels permitted the replacement of the boiler-equipped E's and steam-heated coaches. Each of the Elizabethport E8s had put in some interesting years before retirement.

In November 1982, the white 4323 was stored in South Amboy and used as a parts source to help keep other E8s running. Employees (and commuters) disliked the horrible paint scheme and were just as happy to see the 4323 cannibalized. In 1983, the Morris & Essex (ex-DL&W) re-electrification project was in full swing, necessitating the temporary use of diesel powered trains in lieu of the ex-Lackawanna electric multiple unit cars. In order to be able to shut down the F40 and U34CH locomo-

ELIZABETHPORT SHOP stripped the three E8s in its rebuild program right down to the frame. On November 6, 1980, the empty carbody of the 4326 was being worked on. Paul Grosselfinger was waving at the first E'port rebuild, 4248, as it showed off its blue livery at Perth Amboy (**below**) on July 25, 1984.

tives in Dover Yard overnight, it was necessary that the locomotives for these trains be kept warm enough to be easily restarted for their chores the following day. This would be the task of the 4323.

The forward one of the 4323's two prime movers was removed to make space for a Cummins V-12, 500-h.p., 480-volt generator which would be capable of heating the engines of the locomotives connected to it. Coincident with this installation, 4323's steam generator was removed. This modification left 4323 with one 1125-h.p. engine capable of moving the locomotive with only the one truck for traction. Repainted in a more attractive platinum mist livery, the 4323 became a regular fixture in the Dover lay-up yard.

Locomotive 4248 was used in regular service through 1983 and then leased to Metro-North Commuter Railroad for service between Harmon and Poughkeepsie, N.Y., during 1984. It was again used sporadically on the NJCL through 1986 and was the third unit in the lash-up (4253, 4267, 4248) on the final E8 excursion in September of 1987. It was stored at South Amboy and moved to Elizabethport when NJ Transit cleared the South Amboy engine terminal in preparation for conveying the land back to Conrail. Subsequently, it was stored in Raritan where vandalism took its toll, as it did on almost all the other locomotives there.

Like the 4248, the 4326 was one of

FIVE KODACHROMES- WALT GROSSELFINGER

NJ TRANSIT had its "disco" livery designed by Peter Muller Monk and first applied to E'port rebuild 4323 with a white carbody. The 4334 was the only other E8 painted white before NJT changed to platinum mist. The two whites were together (**below**) at Bay Head on May 3, 1981. The 4326 had the platinum & black at Monmouth Park Race Track (**above**) on May 15, 1982. On their second test run, Erie 834 and 835 were crossing the Hackensack River drawbridge (**top**) at Harmon Cove on April 11, 1991.

the last E8s in NJ Transit service when the 16 remaining veterans were put into storage in September 1987.

The railfans organize

With the retirement of the E-units and the steam-heated conventional passenger car fleet, it became obvious that prompt action would need to be taken if any of New Jersey's first generation diesel heritage was to be saved. NJ Transit was receptive to suggestions for a designated museum fleet, but it was becoming alarmed at the idea of dealing with the nearly two dozen railfan organizations in its region, each of which had a pet project or two in mind. As a result, the United Railroad Historical Society was formed in 1987 as a consortium of representatives from 17 railroad interest groups to provide coordinated representation of the rail history community to NJ Transit and the newly formed New Jersey Railroad & Transportation Museum Study Commission.

Early in 1988, the URHS voted for a campaign to rehabilitate two retired operational E8s to use as excursion locomotives to help promote the idea of a

THREE KODACHROMES WALT GROSSELFINGER

MONMOUTH PARK RACE TRACK was the setting for a night photo session with the Erie E8s on July 27, 1991, as URHS was using the NJ Transit "Pony Express" race trains for excursions to Bay Head. The units posed at NJT's Meadows Maintenance Complex at Kearny (**bottom**) on May 5, 1991. Bob Skiba's painting of the DL&W "Phoebe Snow" (**below**) is the next URHS fund raiser.

state-sponsored museum. After numerous options were evaluated, it was decided to paint both of them as a matching set of Erie units in the fondly-remembered two-tone green scheme. A back-to-back pair would have enough power to handle a payload train and would not require a turning facility. The E8s were chose because they were representative of long distance passenger service, and because of their recent use they were the only 1950s-era type still in good condition.

The Erie paint scheme was chosen for the first two units over B&O, DL&W and PRR for various reasons. While Steamtown had been painting everything that didn't have a firebox into the Lackawanna gray & maroon, the nearby Blue Mountain & Reading was already operating a pair of Pennsy Tuscan and pinstriped E8s. There had

been, however, no Erie cab unit restorations. The URHS would have preferred to have original Erie, Lackawanna or B&O E8 to restore, but those are long gone with the exception of Conrail's executive unit 4022 (originally Erie 833, which URHS is hoping to obtain in the future).

NJ Transit worked closely with the URHS to survey its existing rolling stock and locomotives and designate a considerable number for preservation, including the three Elizabethport E8s. In December 1988, the locomotives that were listed as "put aside" for the New Jersey Railroad & Transportation Museum were moved to safe storage off NJ Transit property.

Selecting the "Eries"

The available NJ Transit units were all evaluated for mechanical condition, and the 4248 and 4323 were selected. The modified "half-unit" 4323 may seem like an odd choice, but with an almost unlimited fleet of HEP-equipped Comet commuter coaches available, that Cummins generator makes the 4323 the most valuable excursion diesel in the state. Once the choice was made, the 4323 was rewired so that its one engine could provide the voltage for the traction motors on both trucks. This improved the tractive effort so that it could be used alone on a short train and when mated with a full-powered E8 could aid in producing a 3375-h.p. locomotive set.

On June 10, 1990, the 4323, still in silver, was used on a URHS excursion from Hoboken to Denville, Spring Valley and return. The locomotive ran flawlessly at 70 m.p.h. between Denville and Summit on the old DL&W Morris & Essex main line. Upon her return to the Meadows Maintenance Complex, final adjustments were made, and on August 23, 1990, the 4323 was shipped to Rome Locomotive Works in Rome, N.Y., for a re-birth in Erie colors. The locomotive was returned to New Jersey as Erie 834 in time for a November 17, 1990, excursion from Hoboken to Bay Head and return. That evening it posed for a night photo session at the Hoboken Terminal with the Hudson River and Manhattan skyline in the background (February '91 R&R, page 2).

Meanwhile, the 4248 had remained at the storage site until it was brought to the Meadows Maintenance Complex in Kearny where it was evaluated for restoration. Since 4248 was the better of the two E'port rebuilds still containing two prime movers, it was selected as the full-horsepower mate for the 4323. On August 23, 1990, the 4248 was shipped to Rome Locomotive Works for repainting and was returned before Christmas as Erie 835.

The URHS has been lucky to get the necessary help when needed. Jack Wheelihan of EMD supplied the original full size painting and lettering drawings for an Erie E unit, and Dupont worked very hard to reformulate the paint, since the original hues were no longer in their records. Rome Locomotive Works worked to fit the E8s into their shop schedule, since URHS could find no others nearby with the necessary facilities and who would paint the units for a reasonable fee. NJ Transit, of course, was very accommodating throughout by ensuring that the two E8s were up to proper operating standards.

The URHS obtained the funds to cosmetically restore the E8s with a donation of $5000 from the Jersey Central Chapter NRHS and through sale of the *"Erie Limited"* print of a painting by Deb Hoeffner. Bee Line, Inc., a New Jersey based trucking company, commissioned the painting, and the Lasky Company donated the color separations. A new print of the *"Phoebe Snow"* at Paulins Kill Viaduct from a painting by Bob Skiba will be used to help pay for the restoration of the third Elizabethport E8, 4326, as Lackawanna 821. They can be purchased for $20 each plus $2 shipping from the URHS, 158 Heights Terrace, Middletown, NJ 07748. Numbered prints of either subject, autographed by the respective artists, are available for $65 each plus $2 shipping.

The train to the track

During the summer of 1991, in an effort to make use of the Erie duo, NJ Transit agreed to run the pair on its seasonal *"Pony Express"* trains which run between Newark and Monmouth Park Race Track on select weekends. One of these trips was planned to be an impromptu railfan excursion as it departed Newark on its noon schedule, ran to the race track and onto the spur that runs onto the grounds. Instead of the multi-hour layover, after detraining the gamblers, the train reversed out of the spur and continued to Bay Head for a photo opportunity. Later, the train returned to the track to pick up the race track patrons and return to Newark on schedule. It is an interesting concept that will likely be repeated with better advance publicity in 1992.

The URHS has proven to be an effective voice for the New Jersey railfan community, and the E8s are, indeed, living proof of what can be done with planning and cooperation. NJ Transit has dedicated a large portion of its recently retired first generation fleet for preservation, and the political machinery is slowly grinding its way toward a true state-sponsored transportation museum to house it.

And, meanwhile, that Erie green really looks great in the sunshine.

...that a city in Southern California should be the first American City to re-adopt the Trolley Car is truly a "MIRACLE" AT SAN DIEGO

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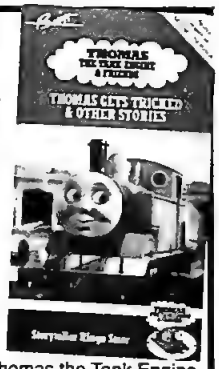

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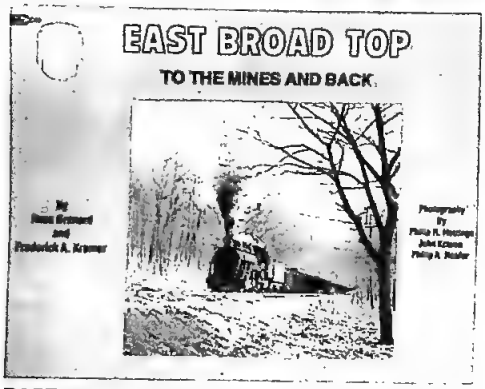

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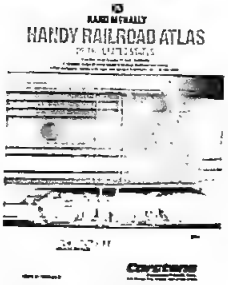

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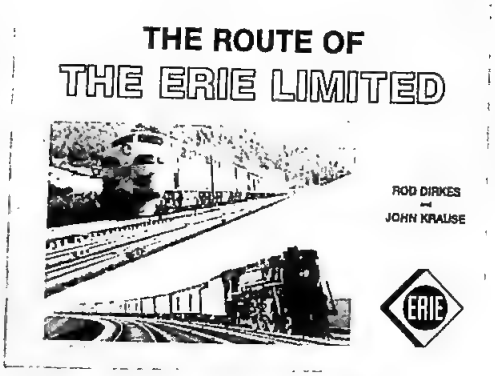

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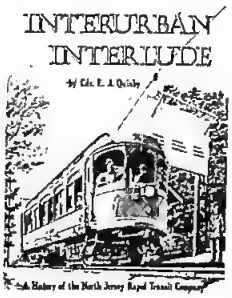

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SEPTA CARS old and new are in the news. On June 21, ex-Philadelphia & Western Strafford car 161 (with new trolley poles and low level steps) was on the Union Electric Dam at Keokuck, Iowa, (**above**) where it shuttles employees. See TRANSIT CURRENTS. Ex-P&W Bullet cars are also finding new homes. In September, Bullet 205 joined ex-P&W work car 402 at the Rockhill Trolley Museum (**left**) in Orbisonia, Pa., while Bullet 208 arrived at Kennebunkport, Maine, (**below left**) with sisters 203 and 207 for the Seashore Trolley Museum. Back on SEPTA, N-5 prototype car was testing at Ardmore Avenue (**below**) on August 11. See page 56.

KODACHROME, G. GERRISH WILLIAMS

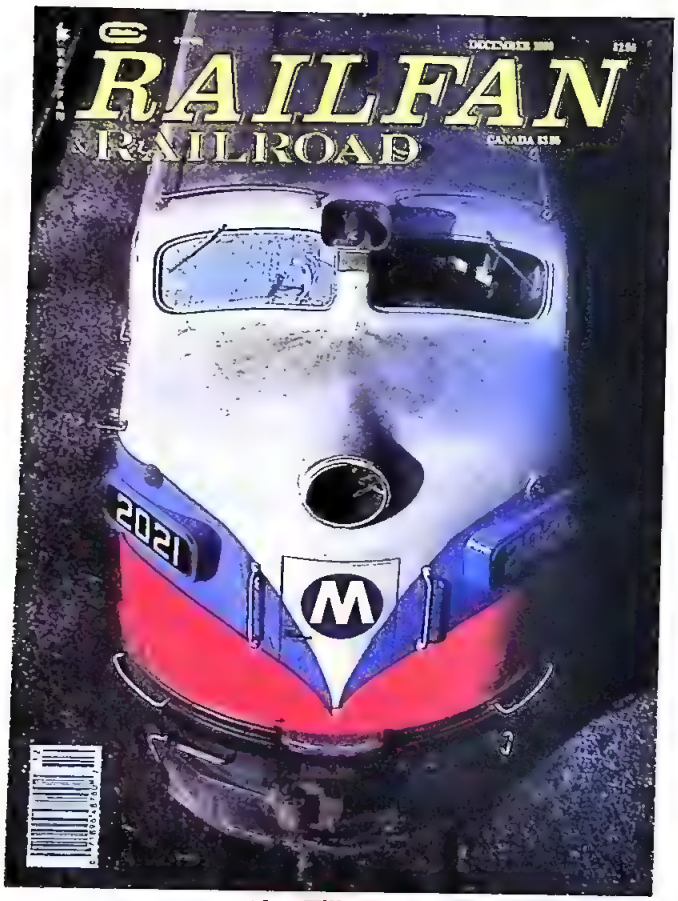
BANGOR & AROOSTOOK created cabooses from troop sleepers, boxcars and anything else that sat at Derby too long. The distinctive C-67 was built in 1947 from MDT wooden reefer 43651 as one of six similar rebuilds. Bought by Robert Bahrs in 1986, it was restored on the Morristown & Erie at Whippany, N.J.

EKTACHROME, ROBERT BAHRS

KODACHROME: HOWARD PINCUS

IN ESSEX, CONNECTICUT, the Railroad Museum of New England completed restoration of Fruit Growers Express wooden reefer 36026, shown there on July 24, 1991. See page 58 for details.

BY JIM BOYD



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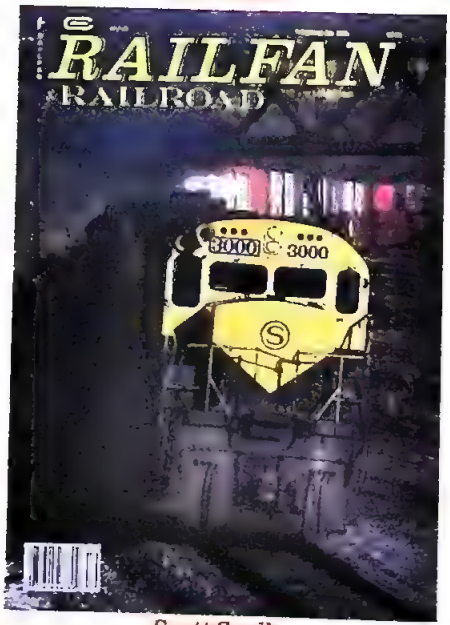


Scott Snell

1991 Cover One Contest

Reader participation was at an all-time high for this, our fourth annual Cover One Contest. When this unique railroad photography contest was debuted in 1988, more than 400 photographs were entered by R&R readers. This year, a total of 957 color transparencies and prints were submitted by more than 170 photographers. As always, the contest rules called for a picture that would make an excellent "full-bleed" vertical image on the magazine cover, with room for the RAILFAN & RAILROAD title block at the top and the UPC pricing bar code in the lower left corner. For added incentive, we offered cash prices of $200 for First Place, $100 for Second Place and $50 each for a selection of runners-up.

After an initial viewing of each and every entry, we began the first round of eliminations. At this point, many pictures were disqualified for various reasons from exposure to compositon to subject matter and overall "appeal." What then remained were an even 100 photos, all of which were easily worthy of use on the front cover. Those who say the two biggest decisions in life are getting married and buying a house have never had to judge the Cover One Contest. When we got down to the last 30 or so semi-finalists, there was some intense debate and careful study of each photo, and a lot of otherwise terrific shots were reluctantly eliminated before we settled on the final winners. (A few that weren't included in the finals are so good that we're holding them for possible front cover use with related feature stories planned for upcoming issues.)

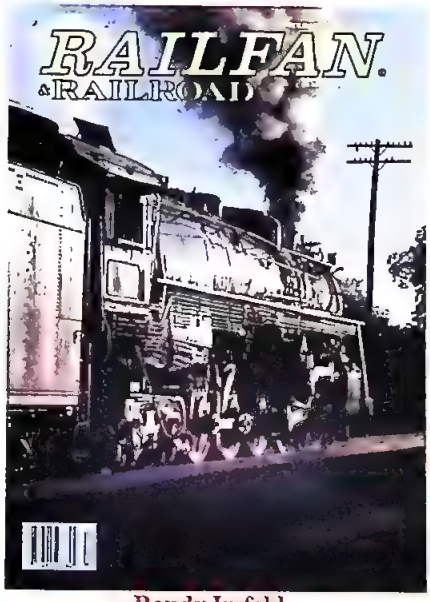
Taking First Prize was Scott Snell's dramatically-lit telephoto view (shown on this month's front cover) of an Oakway SD60 passing an upper quadrant semaphore on Montana Rail Link's ex-NP trackage east of Superior, Montana, on August 9, 1989. The men visible in the cab are MRL employees handling a BN run-through freight. A resident of Scotch Plains, New Jersey, Scott travels extensively throughout North America to record such train scenes on Kodachrome. As a rule, he prefers to shoot only during the morning and evening hours when the quality of light is at its best. This is quite evident in his winning picture, which has the sun angled low enough to produce some dramatic shadows on the train and landscape.

Scott's contributions were so impressive that we could have given him First, Second and at least two Runners-Up, but it has been

Gardiner Cross

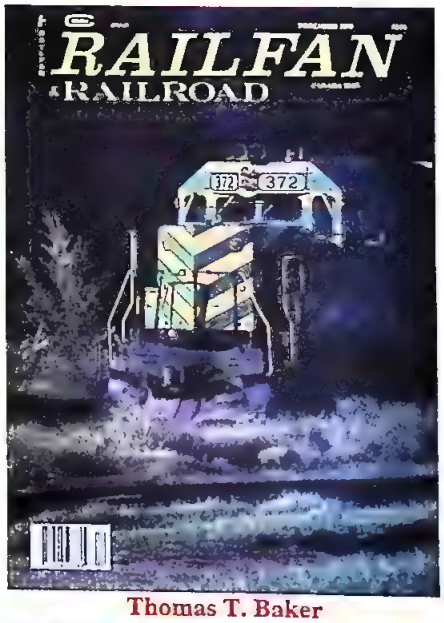
Raymond Belanger

Herb Johnson

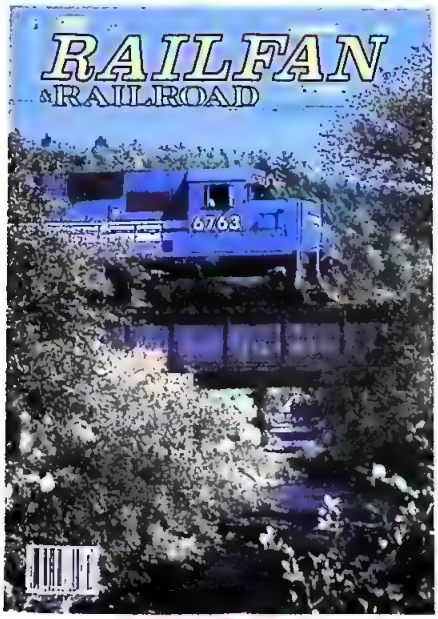


Randy Imfeld

Adam Clegg

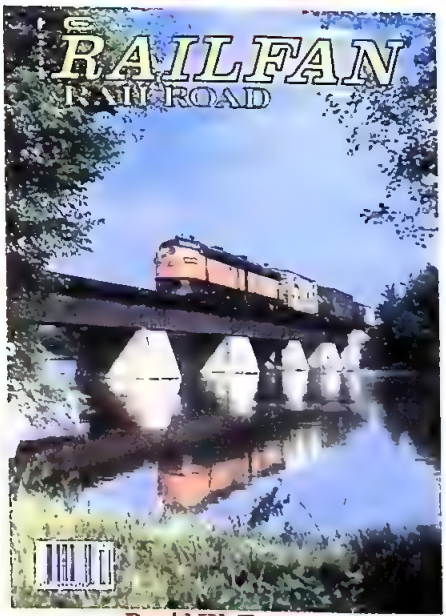


Thomas T. Baker



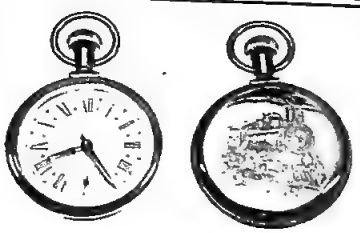
William Bokeko

Blair Kooistra



David W. Franzen

1991 Cover One Contest Runners-Up



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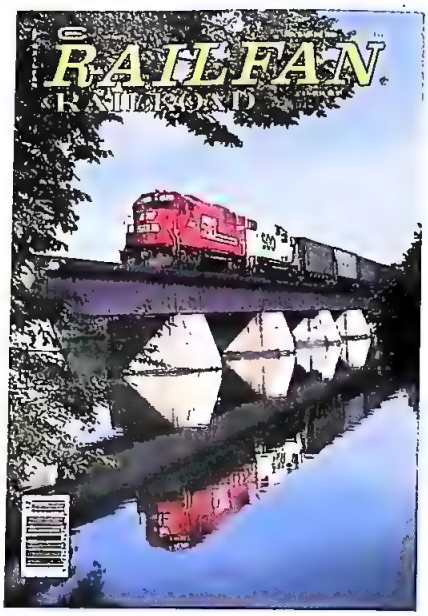
our policy to restrict any individual to only one winning slot per year. We have, however, added two "unofficial" slots to our usual nine Runners-Up to show more of Scott's work (and then even added a tenth "official" Runner-Up because it was justified). The overall quality of the semi-finalists was so good that we could have included another two dozen of them which would have made excellent covers.

Looking at Scott's other entries, he, again, utilized the optimum hours of the day to shoot a SEPTA AEM7 approaching 30th Street Station in Philadelphia in August 1989 and NYS&W C430 3000 leading westbound stack train NTV9 under the old O&W bridge at Hancock, N.Y., on Conrail's ex-Erie Delaware Division in December 1986. In both cases, the use of a telephoto lens nicely compressed the locomotive and background elements together, emphasizing the dramatic lighting on the NYS&W shot and turning the SEPTA photo into one incredible cityscape. To read more about photographer Scott Snell, see WE'D LIKE YOU TO MEET....

This year's Second Place winner was photographed by another New Jersey resident, Alan Tillotson. A high vantage point and tight composition made for a powerful diesel portrait of Metro-North FL9 2021 at the commuter railroad's shops in Harmon, New York. Combining subtle cross-lighting with the sharpness and brilliance of Kodachrome, Alan was able to capture both the rich colors on the nose of the unit and the gritty texture and metallic details around the windshield and across the roof. The placement of the relatively unobtrusive roof in the picture is perfect for inclusion of the RAILFAN & RAILROAD



DAVID W. FRANZEN entered two nearly identical views of the Rock River bridge at Beloit, Wis., and his shot taken in 1978 of Milwaukee Road F-units was selected as a Runner-Up (page 91). This view from July 30, 1991, shows Soo Line GP38s on Train 104.

title block, proving that there's much more to a great cover photo than simply standing at trackside and holding your camera on its side. Second Place winner Alan Tillotson is

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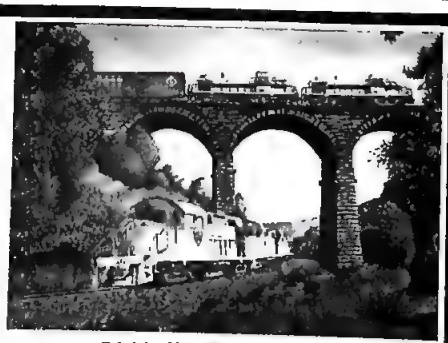

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also profiled in this month's WE'D LIKE YOU TO MEET....

Leading off the Runners-Up (shown on pages 90-91 in no "preference" order) is a March 27, 1976, time exposure by James Gunning of Orlando, Florida, of the Lehigh Valley engine servicing tracks at Sayre, Pennsylvania, where the interesting collection of motive power includes three C628s, an RS2, SW1 and NW2 switchers and a lone U23B. After a decade and a half of Conrail, this nocturnal scene is now but a fond memory.

Gardiner Cross of Cobleskill, New York, had a golden sunset sliding in beneath brooding clouds at Rahway, New Jersey, in April 1986 as a southbound Amtrak *Clocker* approached. The weathered facade of AEM7 903 and the electrical catenary wires really stand out, thanks to the bright side lighting against the dark sky.

Steaming and smoking its way over Monroe Brook Trestle, Engine No.8 *Tip Top* is departing the Marshfield Base Station at Bretton Woods, New Hampshire, on the Mount Washington Cog Railway. Raymond Belanger of Berlin, N.H., shot the action on October 16, 1984, using a broadside view and the vertical alignment of the trestle pilings to show how steep the climb really is.

Lancaster, California, resident Herb Johnson was at Woodford on SP's line over the Tehachapi Mountains on November 10, 1990, when Santa Fe Super Fleet GP60M 109 rolled through leading a short Richmond-bound intermodal Q train. That dark green trailing unit is GP35 3020, a former Western Pacific unit now owned by the Gateway Western Railway.

Randy Imfeld of Fort Worth, Texas, photographed steam not too far from home when Cotton Belt 4-8-4 819 was southbound at Big Sandy on October 19, 1990. Going-away views of engines aren't too common on magazine covers, but who can argue when it's one of the country's sharpest steam restorations, rods-down, marching off into the setting sun? The film here is Ektachrome.

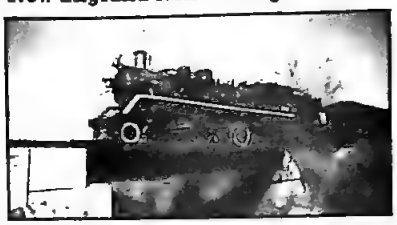
The big-as-life, coming-at-you shot of UP Dash 8-40CW 9400 was taken by Adam Clegg of Oroville, California. On June 16, 1991, Adam was deep in the Feather River Canyon at Rock Creek (about 25 miles from his home) when the wide-nosed GE came up the hill with the eastbound GQNEST.

Awaiting a new crew near Vinita, Oklahoma, in October 1987 is Katy GP39-2 372 on the point of a southbound freight. Thomas T. Baker of North Plainfield, New Jersey, recorded the moment with sunlight striking the yellow nose and cab stripes; the looming shadow creating the background is the enormous wall of a trackside grain elevator.

William Bokeko of Allentown, Pennsylvania, photographed Conrail SD50 6763 crossing Pohopoco Creek in Parryville, Pa., on October 7, 1990. The unit is leading three other Conrail six-axle EMDs on the head end of Corning, New York,-to-Allentown train CGAL-6.

Blair Kooistra, First Place winner in 1989 and now a resident of Spokane, Washington, composed a stunning backlit shot of an eastbound Utah Railway coal train at Scenic, Utah, at 7:15 p.m. on October 2, 1990. Exhaling plenty of smoke, those four SD45s are

New England Railroading Calendar



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dragging 84 empty hoppers up the D&RGW's grade over the Wasatch Range, with just three miles to go before reaching famed Soldier Summit. Blair says the setting sun was aiming "nearly right down the barrel of the 300mm lens; another ten minutes and the lens flare would've trashed this photograph."

The Rock River bridge at Beloit, Wisconsin, was the stage for Milwaukee Road F-units photographed by David Franzen of Rockton, Illinois, on July 14, 1978. The Fs are in charge of Train 117, and the trackage here is part of Milwaukee Road's line between Janesville, Wisconsin, and Davis Junction, Illinois. David's entry was on medium format Ektachrome film while the remainder of the runners-up were 35mm slides, primarily Kodachrome. Incidentally, among the semi-finalists David Franzen had an identical view of that same bridge taken on July 30, 1991, with a solid red Soo Line unit in the lead.

With participation this year at an all-time high, R&R's Cover One Contest will continue to be an annual event. Last year's contest involved a fall colors theme, while this 1991 contest had no subject limit. The 1992 contest will, again, be unlimited in subject matter. For 1993, however, we will set a "winter" theme, and this will give you two winters worth of photography to prepare for it. The deadline for the 1992 Cover One Contest will be September 1, 1992. Although we would not select pictures that have already been published as winners or runners-up, there is no rule against re-entering the same slides next year, and there were at least a couple of dozen serious contenders in the semi-finals. If you think your entry was one of them, it might not hurt to try again. With submissions likely to top 1000 in 1992, the competition will be tough, but don't hesitate to give your best cover shots another try. At the same time, keep shooting with the cover compatibility of this year's winners in mind, and see if you can come up with your own new way to put trains on the RAILFAN & RAILROAD front cover—B.K.

Miller time!

They say that "what goes 'round comes 'round," and I'm inclined to believe it. Back in 1959, when I was 18 years old, I got my first high-speed cab ride on a big main line steam locomotive. It was Chicago, Burlington & Quincy O5b 4-8-4 5626 on one of Maury Klebolt's "Journeys to Yesteryear" en route from Chicago to Denver. A guest in the cab with me for the 75 m.p.h. hop from Hastings to McCook, Nebraska, was a crew-cut kid in a jump suit with a huge Ampex portable stereo reel-to-reel tape recorder. It was Brad Miller of the then-fledgling Mobile Fidelity Records.

Fast-forward 32 years to Montgomery, West Virginia. Tim Hensley of CSX had authorized 18-year-old Chris Kimler from Chatham, New Jersey, to get his first high-speed main line ride in the cab of a steam locomotive. In this instance it is Pere Marquette 2-8-4 1225, the second engine of the 1991 NRHS convention doubleheader with Nickel Plate 2-8-4 765 bound for Hinton on the old C&O main line.

Chris has just climbed down from the cab after the ride from Huntington and is wearing a grin that will have to be surgically removed. Suddenly there is a commotion in the gangway of the cab of the 765. Packing

next in month RAILFAN & RAILROAD

• RAIL-TEX IN GEORGIA: Southwestern Georgia is experiencing a new short line boom as RailTex of San Antonio has set up a network of three new related lines: the Georgia Southwestern, the Georgia & Alabama and the Georgia Great Southern. R.C. Thomason takes us for a look at these colorful lines in the January 1992 issue.

JANUARY 1992 ISSUE ON SALE DECEMBER 1

STEAM AND TROLLEY negatives, 1935-1960 for sale. Some fallen flag diesel negatives. 14 page list, 75¢ stamps. Meyer, 128 Corner St., Watertown, WI 53094-4809. 192

BLEDSOE RAIL SLIDES: 60 different high quality 35mm slide sets. Starter Preview set of 20 slides $5.00. Catalog and samples free. PO Box 377RF, Crowley, TX 76036-0377. 192

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VINTAGE RAIL SLIDES - US and Canadian steam, diesel and electric slide sets; many "fallen-flag" roads. Milwaukee Road diesel postcard set, 20 postcards, $4.00 ppd. Send three stamps for catalog and sample slide. Golden Spike Productions, Box 279, Dahlonega, GA 30533. 1291

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DUPLICATE COLOR SLIDES: Conrail, CSX, Frisco, Rock Island, Soo, Southern, Shortlines, others. List and 2 samples $2.00. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 192

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NY/NJ/PA TRI-STATE 1991, Vol I - Lots of the new Reading & Northern, including RDC "King Coal Express", a Pottsville Ramble behind 4-8-4 #2102, and Railfan Weekend. The Delaware & Hudson from Allentown to Nineveh with pushers over Clarks Summit, the Black River & Western working mixed special, the LV/Hawk Mountain Chapter NRHS "Anniversary Special" out of Jim Thorpe with CNJ F3A and B, the URHS "Erie Limited" to Port Jervis, and Tioga Central Railfan Day. 2 hours on VHS, first class for $34.00. All live sound and color. Norm Weiler, PO Box 322, Branchville, NJ 07826. Full refund if disappointed. Inquiries: 201-948-3651. 192

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RAILROAD VIDEO RENTALS: Practical, inexpensive, 600 titles. Information and complete video list 50¢. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. 9TF

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RAIL VIDEOS - REAL VALUES, large selection, free catalog. GTV, 2922 W. 12th St. Rd., Greeley, CO 80631. 1-800-643-6430 392

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NYC HUDSON DIVISION ett, photos, track layouts, any other pertinent documents and information for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48430-1058. 292

WANTED: ICC accident and locomotive boiler inspection reports, any quantity. K. Smith, 758RF Maple, Fostoria, OH 44830-2015. 1291

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: PHOTO BIG BOY locomotive U.P. glossy steam Up, rods down approzimately 18"X24" for framing. Must be sharp and clear. Slim Blood, PO Box 94, Valdez, Alaska 99686. 392

TIMETABLES railroad lanterns locks keys and other hardware. Signal Shop, 128 Henry St., East Haven, CT 06512. 392

WANTED: Books; "Railway Signal Dictionary", "Signal Dictionary & Locking", "Interlocking", "Locking". Also: Salesman's samples or patent models of Interlocking Lever Machines (Mechanical). Frank Schwartz, 157 East 18th Street, Apt. 4H, New York, NY 10003. 1291

WANTED: New Haven RR employee timetables before no. 130 (1936). Also information on Bellefont Central M100 and other steam railcars. C. DuVivier, 76 Sedgwick, Darien, CT 06820. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

WANTED: Scenic train slides of the Marias Pass, the Northwest, Empire Builder. Spyker, RD2, Box 2152, Stewartstown, PA 17363. 192

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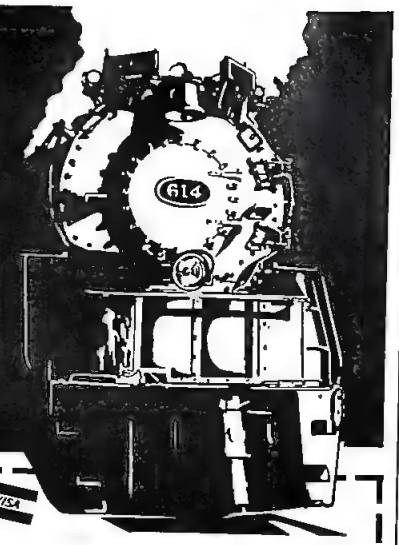

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his Colossus digital stereo tape recorder into position on the tender is a not-so-crew-cut not-quite-a-kid-anymore in a blue jump suit.

It is Brad Miller of Mobile Fidelity Productions of Nevada. Some things just don't change.

Steamtown Photographer's Weekend

This has been a pretty good year for Steamtown National Historic Site in Scranton, Pennsylvania. Restoration of the roundhouse is well under way, and the new turntable — without a stage deck — has been installed, although no tracks have been built to reach it yet. In a very significant move, the county has acquired ownership of the Conrail industrial trackage through the Steamtown site which has been complicating the job of upgrading the track.

On the down side, the mall which will wipe out the old DL&W main line and most of the freight yard has begun construction with the destruction of the railroad.

All sides of the Steamtown experience were evident at the Park Service's second annual Photographer's Weekend, held on September 13-15, 1991. The highlight was the Saturday run to Binghamton and back over the D&H. The 2317 took the ten-car train up the hill to Clarks Summit unassisted and made a timetable run to Binghamton in beautiful weather. Three D&H freights conspired to tie up the railroad for the return trip and reduce the planned photo runbys from five to two, but the passengers were kept informed and were sympathetic to the problem.

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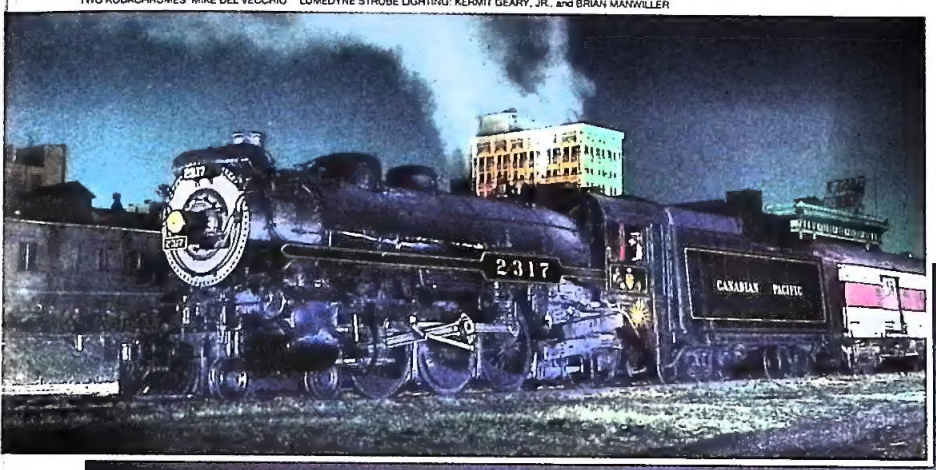
The Saturday night photo session got off two good scenes and even had the chance to try out Kermit Geary and Brian Manwiller's Lumedyne strobes (we'll report in a future CAMERA BAG).

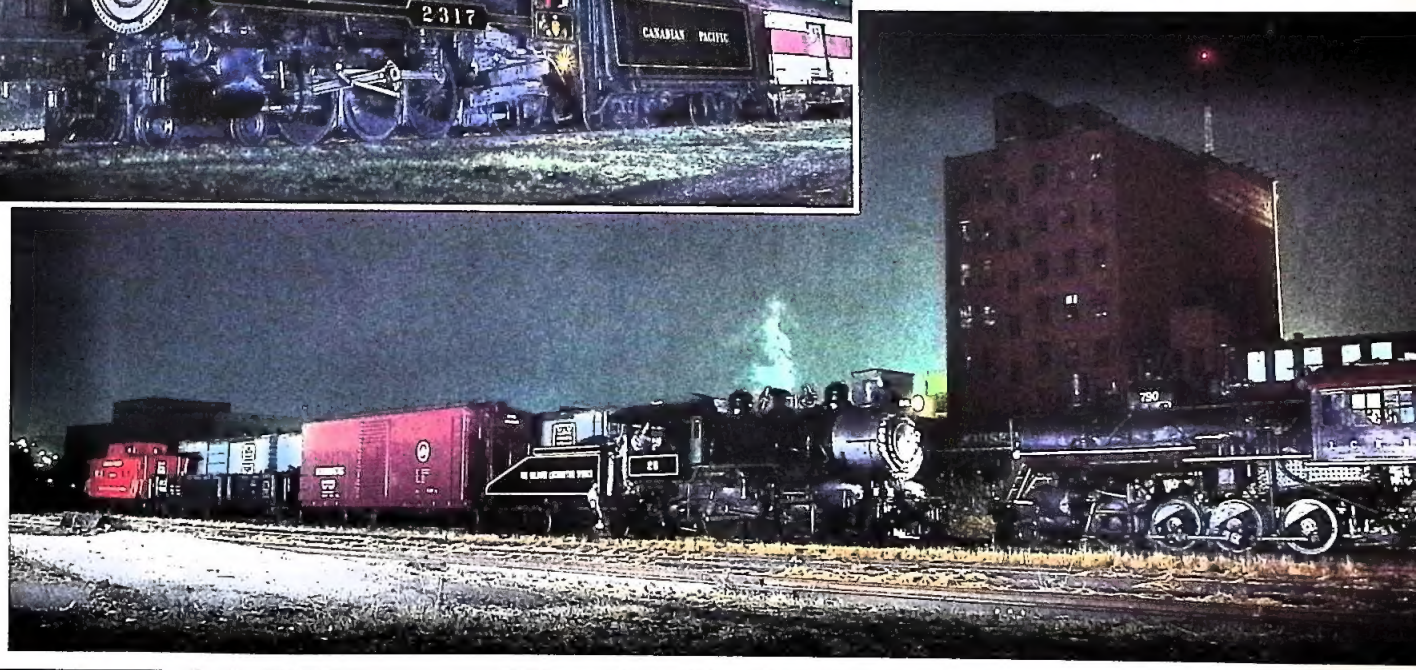
Rainy weather dampened Sunday's museum site runbys, but the DL&W yard was cleared out for the last time by a steam engine before the mall construction ends its history forever. The armed Park Service security officers seemed a bit overzealous and completely lacking in common sense when it came to safety in a railroad yard, but experience around trains should ease that problem over time (for example, they made the photographers walk nearly a half mile to use a dirt crossing rather than let the them cross seven essentially abandoned yard tracks — the long hike was much more hazardous than walking across the tracks could possibly have been, especially for the older folks).

There are some very good things developing at Steamtown, and the Park Service and the energetic Volunteer's Association are working hard to do things right. Take a look at that restored Pennsy boxcar in the night shot, for instance, as a promise of things to come.

Jim

TWO KODACHROMES: MIKE DEL VECCHIO LUMEDYNE STROBE LIGHTING: KERMIT GEARY, JR., and BRIAN MANWILLER





STEAMTOWN'S 1991 Photographer's Weekend night photo session on September 14 featured CPR G3 4-6-2 2317 and the Baldwin Eddystone Shop 0-6-0 under steam and ICRR 2-8-0 790 posed dead. Note the freshly restored PRR boxcar. In addition to the usual flashbulb lighting by Jim Boyd, the scenes were lighted with Lumedyne strobe units by Kermit Geary, Jr., and Brian Manwiller, as shown here.

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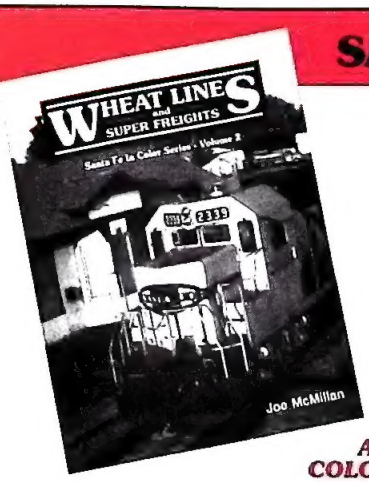

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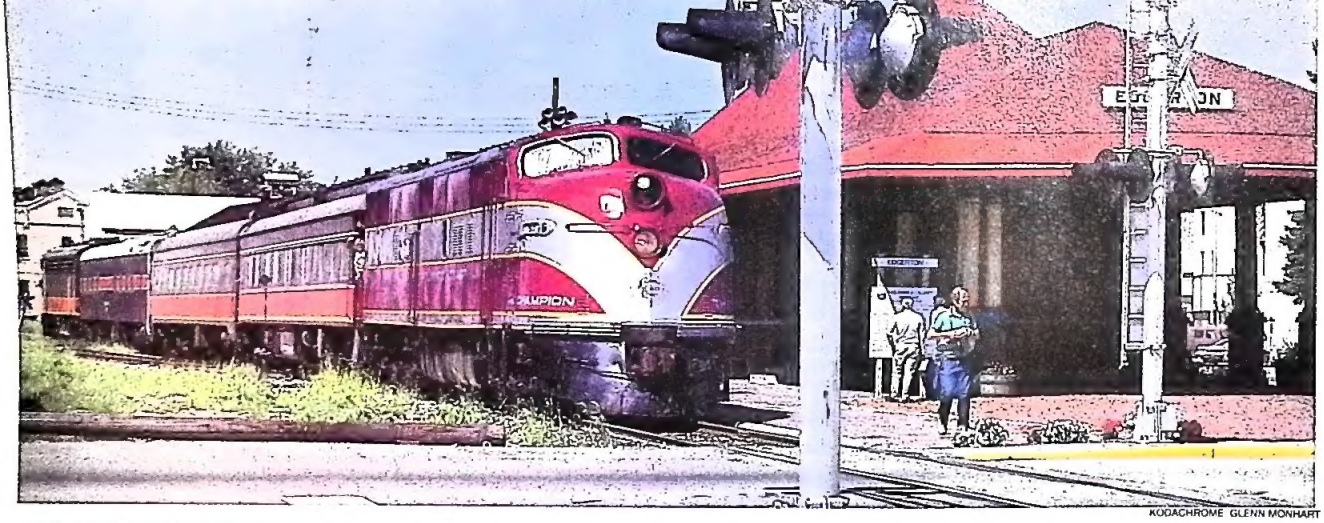


KODACHROME: GLENN MONHART

ATLANTIC COAST LINE E3 501, at Edgerton, Wisc., on August 31, 1991, ran for the first time since 1984 to help the Wisconsin & Calumet with civic events along its line. See page 56 for details.

KODACHROME: JIM SHEPARD

SISSETON MILBANK RAILROAD'S "Whetstone Valley Express," at Corona, S.D., on August 11, 1991, made a Milbank to Corona round trip each day that weekend. See page 58.

KODACHROME: JOHN M. LINDQUIST

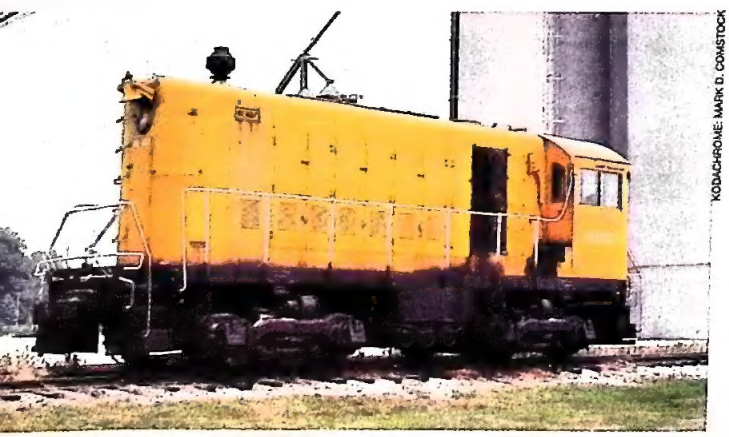
A CHICAGO & ILLINOIS MIDLAND private car outing was southbound at Manito, Ill., on September 7, 1991. The trip ran from Taylorville to Pekin, Ill., then to Springfield. A C&IM passenger train is as rare as the RS1325 that pulled it.

Railnews

KODACHROME: VINCENT J. PORECCA

KYLE RAILROAD GP28 1829, at Limon, Colo., on September 3, 1991, sports a new paint scheme variation based on sister Kyle-subsidiary Natchez Trace in Mississippi. See page 58.

CONTINENTAL GRAIN leases a former-MILW Alco high hood switcher from Relco for its Arcanum, Ohio, grain elevator. RE-607 posed there on August 2, 1991. See page 56.



KODACHROME: MARK D. COMSTOCK

KODACHROME: FRANK D. FRISCH

DEKALB COUNTY CO-OP repainted its rare Baldwin DS4-4-6 103 which works a grain elevator east of Waterloo, Ind. Not yet lettered during August 1991, it used to be brown and tan.

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THOSE MAGNIFICENT PLANES
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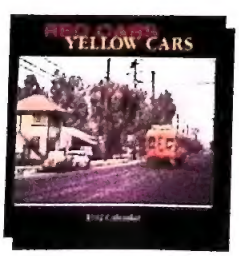

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1992 Calendar
Early views of LA, the Pacific Electric, and the LA narrow-gauge
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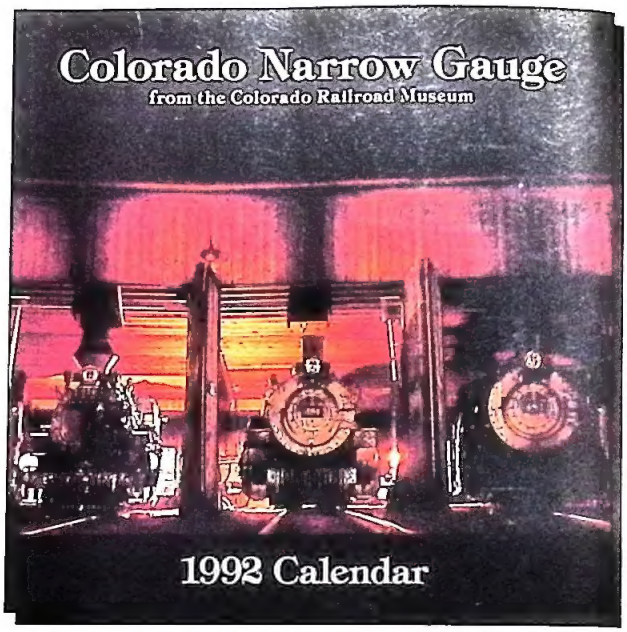

COLORADO NARROW GAUGE
From the Colorado Railroad Museum
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THOSE MAGNIFICENT TRAINS
1992 Datebook
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THE LAKERS—1992 Calendar
Steamships of the Great Lakes
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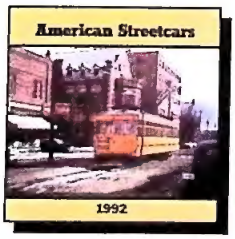

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